Appendix A
Public Participation Program

MEETING SUMMARY

Soldiers Pass Area Traffic Study

Concept Workshop

Meeting Held, August 4, 2005

ATTENDEES: SEE SIGN IN LIST

COPIES: INVITEES TO WORKSHOP

WRITTEN BY: Michael Kies

DATE WRITTEN: August 10, 2005

These minutes reflect the content of the subject meeting to the best of our understanding. Should the ideas expressed, actions to be taken, or any other issues not match your understanding of the content of the meeting, please forward your comments or concerns to the author at 602-337-2595.

ACTION ITEMS

- Project team to schedule a public meeting for Late September 2005
- Update traffic volumes to account for seasonal variations and school traffic
- Send advance notification of the Public Meeting to all attendees

Discussion –

Introductions

Michael Kies from DMJM Harris started the meeting by reviewing the project limits and stating the purpose of the project. The limits of the project are from the Posse Grounds intersection to Brewer along Hwy 89A. The project limit is set at Brewer because the improvements for the Hwy 179 corridor extend to Brewer.

The meeting began with the attendees introducing themselves (see attached sign in list) and voicing an observation or issue they have about the project study area. The discussion included the following;

- Traffic from the Airport has increased and will continue to increase.
- Delay to make a left turn onto Hwy 89A from the cross roads keeps increasing, and improvements are needed.
- Vehicles wait a long time at the Airport Road intersection to get onto Hwy 89A, especially at dusk when tourists come down from the mesa following the sunset.

- There is no Two Way Left Turn Lane striped in the median of Hwy 89A at Airport Road, it is striped as left turn bays. Therefore there is no opportunity for left turning traffic from Airport Road to use the middle lane as refuge, this adds more delays.
- There should be consideration for a signal at Saddle rock. The driveway across from Saddle rock Circle adds traffic to the intersection delaying residents from accessing the Highway.
- There is a concern about having traffic signals or roundabouts spaced to close together.
- The solution for this area should consider future traffic demands along the Hwy 89A corridor.
- Whatever solution is recommended for this area, it should be something supported by the community.
- Possible roadway connections between Airport Road and Soldiers Pass should be considered as solutions during this study.
- The study should consider traffic accessing the West Sedona School. There is Bus and parent drop off traffic to consider.
- It is important to minimize impacts to business access in the area.
- The businesses on the east side of Soldiers Pass Road rely on the traffic signal at Hwy 89A for access, moving this signal or realigning the roadway would have impacts on these businesses.

Following introductions, Michael Kies presented the Project Objectives, Process, and Deliverables expected from this workshop (see attached handout).

The term “convenient access” was further defined as traffic from both sides of the highway to have the ability to use a controlled intersection to access Hwy 89A, especially for making left turns onto the highway. A controlled intersection could include traffic signals or roundabout control.

Access management scenarios were explained as methods to control or concentrate access along the highway. A raised median in the center of the highway would manage access by not allowing left turns except at selected location, therefore concentrating the turning movements at one location. Combining driveways of businesses along the highway to reduce the number of driveways was mentioned as another method, and backside roadway connections or frontage roads as other examples. The City of Sedona wants to implement an Access Management strategy along SR89A in West Sedona sometime in the future, and this study should provide the flexibility for access management to be added at a later date.

The last objective related to future development. The City of Sedona would like to plan a solution that could be used to guide how access is planned for future developments in the project area. Some elements of a solution may rely on developer participation, and incorporation into future development plans.

The City of Sedona does not want to produce a report that sits on a shelf. The results of this study will be presented to City Council for adoption, and the City intends on moving forward with the recommendations. The solution to this area may have several implementation parts that could be funded and constructed over time.

The proposed process for completing this study was presented, and there are seven major steps to complete the process (see attached handout). Each of the major steps are expected to happen about a month apart, therefore the project schedule is expected to be 7 months in length. The study is expected to be finalized in January 2006 with a final presentation to City Council.

The next items discussed were the existing conditions of the project area. Kate Noteboom was introduced to discuss the existing traffic conditions and accident analysis (see attached handout). There were many questions and comments about the traffic conditions including the following:

The peak period of traffic on Highway 89A was determined to be from 10:00 AM to about 4:00PM, there is no typical morning peak period or afternoon peak period, the peak is throughout the midday. The highest traffic was seen on Thursday and Friday, and the weekend volumes tended to be lower than weekday.

The traffic counts were completed in June 2005, but were not adjusted for seasonal variations accounting for tourists. It was agreed that the numbers will be adjusted for seasonal variation. The counts were also completed when school was not in session, and they should be adjusted for the school bus and parent drop off trips.

Kate explained the Level of Service evaluation method for traffic operations with LOS A being the best rating and LOS F the worst. The intersection at Soldiers Pass was evaluated to operate at LOS A, however there was concern that this is not accurate because of the seasonal adjustments and school traffic that needs to be added to this location. The LOS evaluation of this intersection will be updated following these traffic adjustments. This intersection is still expected to operate very well because there is a traffic signal.

The other intersections in the project area have stop signs on the cross road and no traffic control on Hwy 89A. The Airport Road intersection was evaluated to operate at the worst Level of Service, which is F. This means that the average vehicle is expected to wait over 60 seconds at the intersection to access the highway. There were many questions about these conclusions including what time of day this represents, if the type of driver was taken into account, and how the traffic coming off the mesa at about sunset was accounted for?

All of the intersections were evaluated during the afternoon peak period (2:00 PM to 4:00 PM) because this seemed to be the highest combination of traffic on Hwy 89A and the cross streets. Airport Road has a peak amount of traffic from 7:00 PM to 8:00 PM which seems to correspond to the time of sunset. This is not considered the time when there is a peak amount of traffic at the intersection with Hwy 89A because even though the traffic on Airport Road is high, the volumes on Hwy 89A are much lower than other parts of the day. Therefore the Airport Road intersection was evaluated for the peak period of 2:00 PM to 4:00 PM because the overall traffic at the intersection is the highest at this time. This intersection resulting in LOS F will help to prioritize any improvements proposed at this location. LOS F means that a vehicle will have to wait greater than 60 seconds on average, there were many comments about how many vehicles wait much longer, and the problem is getting worse. Patrons leaving the Crestview Church on Sunday mornings have learned to avoid the Airport Road intersection and go to the Soldiers Pass intersection instead because there is a traffic signal.

The traffic analysis does not directly address driver types, but is a representative analysis for a cross section of all types of drivers. It was mentioned that Sedona has many older drivers and unfamiliar tourists, these drivers may increase the delay at intersections.

The intersection of Saddle Rock Circle and Hwy 89A was evaluated to be operating at LOS E. This was also a concern because most agencies like to keep roadways operating at LOS C or better. There was discussion about how much of the traffic is using Saddle Rock instead of Airport Road, and if there were a signal at Airport Road would the operations at Saddle Rock improve. There was concern about the amount of traffic the driveway generates across from Saddle Rock, and how there would still be delays unless a signal were placed at this intersection. It was noted that there must be adequate spacing between traffic signals in order to maintain desirable traffic operations along Hwy 89A, and there would not be an opportunity to place traffic signals at all of these intersections. An objective of this study is to recommend a solution that provides access for all users in the study area to a controlled intersection, but does not degrade operations along Hwy 89A.

Other intersections evaluated include Oak Creek Blvd., Posse Grounds Road, and Les Springs Drive. Each of these intersections resulted in a Level of Service of D or C. It was mentioned that the school district would be in favor of looking at solutions for the Posse Grounds intersection including limiting turn movements at that location.

Kate Noteboom also presented information about the accidents along Hwy 89A. The accident data was collected from Arizona Department of Transportation (ADOT) for the past 3 years (Feb 2002 to Feb 2005), and the highway was divided into three segments within the study area (see attached handout).

The highest number of accidents and the highest accident rate (number of accidents per million vehicle miles traveled) [MVM] was for the section between Oak Creek Blvd and Soldiers Pass Road. The accident rate was calculated at over 6 per MVM, which is more than double the rate of other parts of the study area. This was attributed to a lot of driveway locations, and a high number of turning vehicles. It was noted that data was included further west to the Northview / Mountain Shadows and the accident rate was even higher as one moves west on Hwy 89A. It was mentioned that this demonstrated the need for an Access Management strategy along the highway to concentrate turning conflicts at controlled intersections. A high percentage of accidents in this segment included rear-end and left turn types of accidents, another indication that the high number of turning conflicts is contributing to the accident rate.

The section of the corridor from Soldiers Pass Road to Les Springs displayed a lower accident rate (2.48 per MVM) however the percent of accidents with injuries was higher (45%). This was attributed to the higher speeds vehicles are traveling in this section. The last section of the corridor discussed was Les Springs Drive to Brewer Road, and the accident rate in this section is the lowest in the study area (1.87 per MVM). This low accident rate was attributed to very few turning conflicts in this section of the highway.

There were many questions about the number of accidents at certain driveway locations and intersections, however the analysis was not completed to that detail. The conclusion was that if turning conflicts could be reduced and travel speeds reduced, the potential for accidents should be reduced.

Guillermo Cortes was introduced to review the property ownership and utilities in the study area that could be issues with potential solutions (see attached handout).

Following the review of existing conditions, the attendees were divided into two groups and asked to propose solutions for the study area, and discuss issues with each proposal.

Steve Boschen reported on the proposed solutions and issues from the first group. The group had discussed solution with traffic signals along Hwy 89A including;

- A traffic signal at Airport Road only, this would include realigning Soldiers Pass road to intersect Hwy 89A at Airport Road.

- Traffic signals at Soldiers Pass and Airport Roads, there was a concern about if these would be too closely spaced.

- Maintain the traffic signal at Soldiers Pass, and extend Soldiers Pass south through Biddle's Outdoor center to a proposed roadway connecting Saddle Rock and Airport Road. A roundabout intersection could be considered at the intersection of the extension of Soldiers Pass and the new roadway.

- This group also discussed using roundabout intersections along Hwy 89A, there could be roundabouts at the same locations previously discussed in lieu of taffic signals.

- Other ideas were mentioned such as neighborhood street connections or changing streets to one-way operation.

Michael Kies reported on the proposed solutions from the second group. The group had discussed traffic signal solutions and roundabout solutions similar to the first group.

- The same traffic signal solutions were discussed in this group, with an additional solution presented, implementing a traffic signal east of Airport Road in combination with the signal at Soldiers Pass to get a ¼ mile spacing between the intersections.

- In addition to the roundabout solutions the first group considered, the second group looked at roundabouts at Les Springs Drive, and at the Posee Grounds / Oak Creek intersection.

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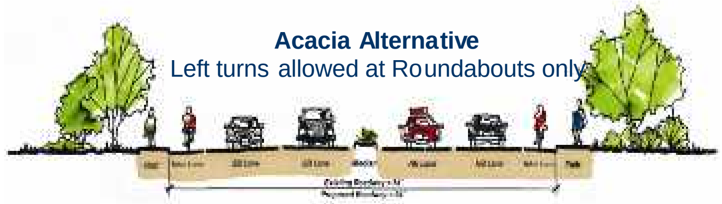
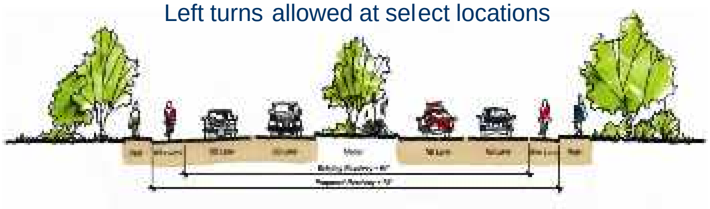
Soldier's Pass Road Area Traffic Study
Open House Handout

Roadway Cross Sections:
Below are ideas for how Highway 89A could be configured to manage where left turn movements could be allowed within the study area.



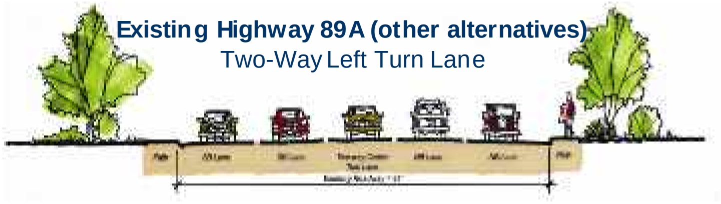
Acacia Alternative

Left turns allowed at Roundabouts only



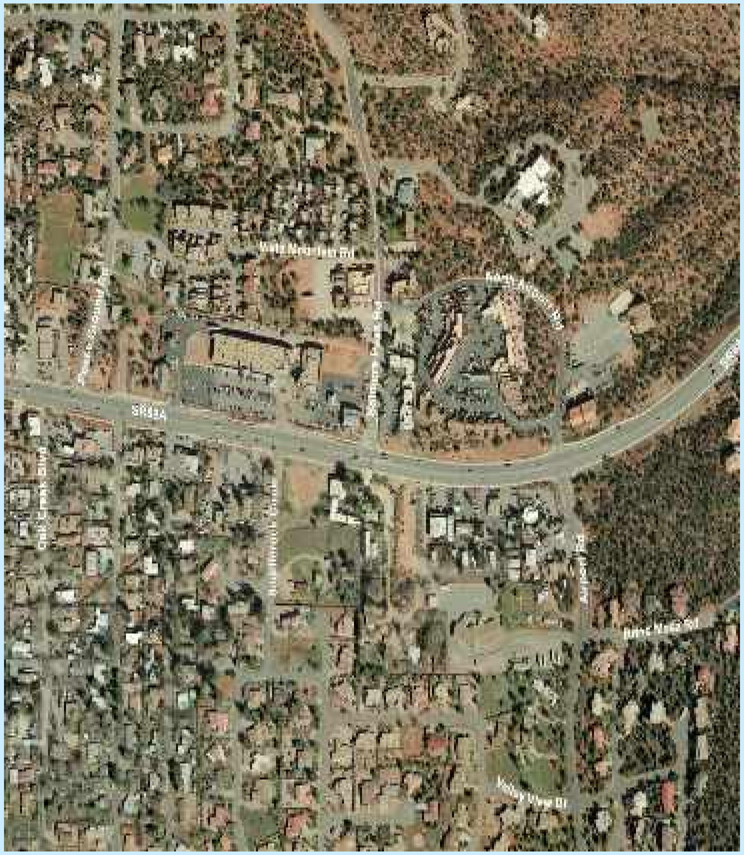
Ironwood Alternative

Left turns allowed at select locations



Existing Highway 89A (other alternatives)

Two-Way Left Turn Lane



Public Meeting
September 22, 2005

Project Team:
The Soldiers Pass Road Area Traffic Study is Managed by the City of Sedona and facilitated by DMJM Harris, consultant firm specializing in transportation projects.

Charles Mosley – City of Sedona, City Engineer
Michael Kies – DMJM Harris, Consultant Project Manager
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Welcome

Tonight's meeting is an open house, there will be a short presentation at 6:30PM. Throughout the rest of the evening, please feel free to study the presentation boards, and ask questions to any staff member. Comment forms are included with this handout, and can be submitted in a comment box tonight, or mailed in following the meeting.

Meeting Purpose:

The purpose of tonight's meeting is to provide a forum for you to become informed about the Soldiers Pass Road Area Traffic Study, and provide input and comments that will be reviewed by the City of Sedona.

Project Objectives:

Provide Convenient Access to Highway 89A from the Study Area. The Study area is along Highway 89A from Oak Creek Blvd. to Brewer Road.

Maintain favorable Traffic Operations along Highway 89A

Incorporate flexibility for Future Highway Improvements

Create a guide for Future Development along Highway 89A.

Study Process:

Tonight's meeting is the first of several opportunities to be involved in this Process.

1. September Public Meeting – Solicit Possible Solutions
2. November Public Meeting – Feasible Alternatives and Evaluation
3. City Council Presentation - Recommendations

Possible Alternatives:

Several alternatives are presented at tonight's meeting to provide an array of ideas that meet the objectives of the project. No decisions have been made about these alternatives. Your comments and concerns are appreciated, and if you have other ideas we encourage you to include them on a comment form.

Palo Verde Alternative – New Signal at Airport Road:

This Alternative would implement a traffic signal at the intersection of Airport Road and Highway 89A, and no other roadway improvements would be included. The distance between Soldiers Pass Road and Airport Road is less than desirable for two traffic signals on a major highway and could make signal coordination difficult.

Mesquite Alternative – Southern Connectivity:

This Alternative would implement a roadway connection parallel to Highway 89A between Airport Road and Saddlerock Circle. An extension of Soldiers Pass Road would allow access from this roadway to Highway 89A. Airport Road could be realigned further to the east providing quarter mile spacing for another traffic signal along Highway 89A.

Desert Willow Alternative – Offset Intersection:

This Alternative would implement a roadway connection parallel to Highway 89A between Airport Road and Saddlerock Circle. Elk Road, would allow access from this roadway to Highway 89A. This would allow access to a traffic signal from the south while avoiding the removal of Biddle's Outdoor Center. Traffic Signals at Soldiers Pass and Elk Road would function as a combined intersection. This type of intersection can be difficult to coordinate with adjacent signals and may induce additional delay along Highway 89A.

Sycamore Alternative – North Realignment:

This Alternative would relocate Soldiers Pass Road to intersect Highway 89A opposite Airport Road, and a traffic signal would be installed at this new intersection. The traffic signal at Soldiers Pass Road would be removed. If desired, a traffic signal could also be installed at Saddlerock Circle while still maintaining desirable separation between the traffic signals.

Acacia Alternative – Full Roundabout Scenario:

Four roundabout intersections would be constructed at Les Spring Road, Airport Road, Soldiers Pass Road, and Posse Ground Road. The roundabout intersections provide control for all movements at these locations without the use of any traffic signals. A raised median would be implemented along the highway, limiting left turn and U-turn movements to the roundabouts.

Ironwood Alternative – Two Roundabout Scenario:

Roundabout intersections would be constructed at Soldiers Pass Road and Airport Road only. The roundabout intersections provide control for all movements at these locations without the use of any traffic signals. A raised median would be implemented along the highway, limiting left turn and U-turn movements to the roundabouts. The wide median would allow for additional left turn lanes at select locations along Highway 89A.

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Ý± ³ ³ »²¬ Ò« ³ ¾»®	Ò¿ ³ »	Ü± §±« ©¿²¬ ¬¸» Ý·¬§ ¬± °®±½»»¼ ©·¬¸ ¬¸·- ¿´¬»®²¿¬·ª»á				Ø±© © ±«´¼ §±« º«®¬¸»® ®»º·²» ±® ®»ª·-» ¿²§ ±º ¬¸» ½±²½»°¬- °®»-»²¬»¼ ¸»®»á	Ñ¬¸»® ½±³ ³ »²¬-
		Ò± Þ«·´¼	Ö¿ª»´·²¿	Ö¿½µ®¿¾¾·¬	Ý±§±¬»		
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îé	Þ»¬¬§ Ð·»®½»		Ç»-			Ì¸» ½±-¬ ±º ¬¸» ²»© ¹§³ ¿²¼ ´·¾®¿®§ -¸±«´¼ ¾» ½±³ °¿®»¼ ¬± ¬¸» ½±-¬ ±º ®»²±ª¿¬·²¹ ¬¸» »¨·-¬·²¹ º¿½·´·¬·»-ò Ì¸» ½±³ ³ «²·¬§ -¸±«´¼ ¾» ·²ª±´ª»¼ ·² ¬¸» ¼»-·¹² ±º ¬¸» ²»© ¾«·´¼·²¹-ò	Ì¸» ¹§³ ·- ¬¸» ¸»¿®¬ ±º ¬¸» ½±³ ³ «²·¬§ ¿²¼ -¸±«´¼ ¾» ®»°´¿½»¼ ¿- -±±² ¿- °±--·¾´»ò
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îç	Ê·½µ·» Ý¿²»				Ç»-	× ©±«´¼ ´·µ» ¬± -»» ¬¸» Ý·¬§ ½±²-·¼»® ¿ ´¿®¹»® ½±³ ³ «²·¬§ ½»²¬»® ¬¸¿¬ ©±«´¼ ·²½´«¼» ¬¸» ¹§³ ô ´·¾®¿®§ô ¿²¼ ±¬¸»® -»®ª·½»-ò Ì¸» Ý±§±¬» ¿´¬»®²¿¬·ª» ¿´´±©- º±® º«¬«®» »¨°¿²-·±² ¿²¼ ©±«´¼ ¾»¬¬»® -»®ª» ¬¸» ²»»¼- ±º ¬¸» ½±³ ³ «²·¬§ò	
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íï	Ô»» Ô±« Ý¸¿²¹»®		Ç»-				Ì¸·- ¿´¬»®²¿¬·ª» ¿°°»¿®- ¬± ¾» ¬¸» ³ ±-¬ ®»¿-±²¿¾´» ¿²¼ ¬¸» ¾»-¬ «-» ±º ¬¸» ½±³ ³ «²·¬§K- ®»-±«®½»-ò

Ý±³³»²¬ Ò«³¾»®	Ò¿³»	Ü± §±« ©¿²¬ ¬¸» Ý·¬§ ¬± °®±½»»© ©¬¸ ¬¸·- ¿´¬»®²¿¬·ª»á				Ø±© © ±«´¼ §±« º«®¬¸»® ®»º·²» ±®® »ª·-» ¿²§ ±º ¬¸» ½±²½»°¬- °®»-»²¬»¼ ¸»®»á	Ñ¬¸»® ½±³³»²¬-
		Òæ Þ«·´¼	Ö¿ª»´·²¿	Ö¿½µ®¿¾¾·¬	Ý±§±¬»		
íî	Ó¿¨ Ôò Ó·´´»® Ö®		Ç»-				Ô»-- ¼®·ª·²¬± ¿½½±³°´·-¸ ¬±¿´-ò
íí	Ô¿©®»²½» Ü»½µ»®					Ð Í ò ß ¹® »¿¬ »¨¿³°´» ±º ¬¸» °®±¾´»³ - ©·¬¸ ¬±«® ·-¬- ¿²¼ ®±«²¼¿¾±«¬- ·- ¬¸» Ð´¿½» ¼» Ý±²½±®¼ ·² Ð¿® ·-ò ×¬ ·- -± ¼¿²¹»®±«- ¬¸¿¬ ·²-«®¿²½» ½±³°¿²·»- ©·´´ ²±¬ ½±ª»® ½¿®- ¬¸¿¬ ½®±-- ·¬ò	ß- ´±²¹ ¬¸» ®»-·¼»²¬- ±º Í»¼±²¿ ¿²¼ ¿ ®»-·¼»²¬- ±² Í±´¼·»®- Ð¿--ô ©» ¼±² ²±¬ -»» ¿ ° ®±¾´»³ ¬¸¿¬ ²»»¼- ¬± ¾» -±´ª»¼ò ׬ ·- ±«® °»»´·²¹ ¬¸¿¬ ¬¸» ¿½½·¼»²¬- ¿²¼ ¬¸» ¬®¿ºº·½ ©·´´ ¾» ·²½®»¿-»¼ ¾§ ¬¸» ®±«²¼¿¾±«¬- ¿²¼ ¬®¿ºº·½ ½¿´³·²¹ ¼»ª·½»- ®»¼«½»¼ ½»²¬®¿´ ¿½½»-- ¬± ¬¸» ®±«²¼¿¾±«¬ ¿²¼ ¬¸» °®±°»® «-» ±º ½·®½´»- ò É» ´·µ» ¬¸» ¿½½»-- ¬± ͱ«¬¸ Û¿-¬ ¿²¼ ©·¬¸ ·²¬»®»-¬·²¹ ¿½½»-- ¿²¼ ¬®¿º º·½ ½±²¬®±´ ò Ë²º±®¬«²¿¬»´§ ³¿§ ©·´´ ³±®» ¬®¿ºº·½ ±² ¬¸» ¿®»¿ ¬¸» ¬®¿ºº·½ ©·´´ ¾» ®±¿¼- ¬¸¿¬ ¿´´ ¬± ¬¸» ¿®»¿ ¿²¼ ¬¸» ¿®»¿ ¬± ®»¿½¸ ±«® ·¬·²»®¿®§ ·² ¬¸» ½±³³«²·¬§ ¿²¼ ³«´¬·°´» ¿½½»-- ±² ͱ«¬¸ -·¼» ±º ¬¸» ¿®»¿ò Ø±© - °±´·½» ©·´´ ¿ª±·¼ ³±®» ½±²¹»-¬·±²ò Ð´»¿-» ½±²-·¼»® ¬¸» ³±²»§ ¬¸¿¬ ©±«´¼ ¾» -°»²¬ ±² ¬¸» ®±«²¼¿¾±«¬- ¿²¼ ·²-¬»¿¼ ½±²-·¼»® ¬¸» ®±¿¼ ©·¼»²·²¹ ±® ±¬¸»® ¿´¬»®²¿¬·ª»-ò
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ìð	Þ®·¿² Ü¿§ Ñ¿µ Ý±²² ±®					ÉÛ ÓËÍÌ ØßÊÛ ß ÔÛÚÌ ×ÑÒÔÑ ÉÛ ÍÌÐÑÒÍ ÍËÞÜ èçßò Ç±«® ½¿²½±´ ½±³°¿²·»- ¿®» ¬±± ´¿®¹» ¿²¼ ¬¸» èçß ¿²¼ ¬¸» ±²´§ ±²» ©¸± ½¿² ¬»´´ ¬¸» ®±¿¼- ·- ¿ ½±®¼·²¿¬·±² ¿²¼ ¬¸» ®±«¬» ëðû ±º ¬¸» ½±«²¬§ò	ÅÖ¿½µ®¿¾¾·¬Ã Ì¸» °®±°±-»¼ ³»¼·¿² © ±«´¼ »´·³·²¿¬» ¿´´ ©» -¬±° ¿²¼ ¿½½»--ò É» ®»¿´´§ ¼± ²»»¼ ©¿¬»® ¿²¼ ©¿¬» ¿ -»½«®» °´¿½» °®±°»®´§ ¿¾±«¬ ¬¸» Ý·¬§ ¬¸¿¬ ¸¿- ¾»»² ®»¯«»-¬»¼ ¾§ ¬¸» ½±«²¬§ Ñ¿µ Ý®»»µ Þ´ª¼ò Ë²´»-- ¬¸» ®±«²¼¿¾±«¬ ½±²¬·²«»- ¬± ¾» ¿ ¼¿²¹»® ¬¸» ½±«²¬§ ¿²¼ ¬¸» ®»-·¼»²¬- ©·´´ ¾» ¿¬ ®·-µò Ñ«® ¾«-·²»-- ©±«´¼ ¾» -»ª»®»´§ ¿ºº»½¬»¼ò Ì¸» ½±«²¬§ ±ºº·½·¿´- -¸±«´¼ ´±±µ ¿¬ ¬¸» ¿´¬»®²¿¬·ª»- ±º ¬¸» ¿½½»-- ®±¿¼ò
ìï	Ý¸»-¬»® ú Þ»²»¼·½¬» Í²±©		Ç»-				É» ¿®» ¸±³» ±©²»®- ±² ÞÛÎØÒ Ð´¿½»ò ¿²¼ «²¼»®-¬¿²¼ ¬¸» ²»»¼ º±® ®±«²¼¿¾±«¬- ¿¬ ¬¸» Ò»©³¿² ïëë ¿²¼ ¬¸» ³±®»²¬ ¬± ¼»-½®·¾» ¬¸» Í±´¼·»®- Ð¿-- ·²¬»®-»½¬·±²ò É» ¿®» ½±²½»®²»¼ ¿¾±«¬ ¬¸» ¬®¿ºº·½ ·²½®»¿-» ±² ¬¸» ½±®²»® ±º ¬¸» ¿®»¿ò É»©¿²¬ ¬¸» ®±¿¼ ¬± ·²½´«¼» ¬¸» ÍÎ ïéç ÍÛÑ ÎÑ×ÌÛ ±«¬´·²»¼ ¿´½±²¹ ¬¸» Ò±®¬¸ ¬¸» ®±«²¼¿¾±«¬ ©»¬ ×ÍÎ ³±®» ¿²¼ ¬¸»§ ©·´´ ¾» ¿² »¨¬®» ³»¿-«®» èçß ³±®» ¬±¬¿´ ¬¸¿¬ ¬¸» ¬®¿ºº·½ ±² Ô¿®µ -¬ ´·²» ÔÍÜÍ Û ÔÌ ÍÒÌ ¬¸» ¿®»¿ ¬¸» ©¿´µ·²¹ ±º ¬¸» ³±®» °»±°´» ¬± ¬¸» ¿®»¿ ïéç Ì ±«²¼¿¾±«¬-ÿÿ É» °®±°±-» ¬¸» ÒÑÎÌØ ÍÛÚÛ ¸¿´¿²½» ¬¸¿¬ ¬¸» ®±«²¼¿¾±«¬ ½±²¬·²«»- ¬¸» Í±«¬¸ ¬± ¬¸» ¿®»¿ ¬¸»§ ©·´´ ¬¸» Ô·¹¸¬ Ý±«²¬§ ¬¸» ®±«²¼¿¾±«¬ º±® »¨°´±®»¼ ¿²¼ ¬¸» ±°¬·±²- ©·´´ ¾» ¿ ½±²½»®² ¬¸» Ò±®¬¸ Ó¿·²¬»²¿²½» ©»¬ ¬¸» ¿®»¿ ¬± ¬¸» Ñ¿µ Ý®»»µ Þ´ª¼ ¬± ¬¸» ¿®»¿ ¿¬ ¬¸» ¿®»¿ Í§ Þ Í²±© Þ´ª¼ Þ´ª¼ò

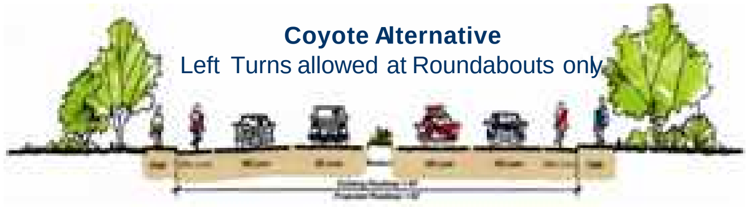
Ý± ³ ³»²¬ Ò¿ ³ » Ò« ³ ¾»®		Ü± §±« ©¿²¬ ¬¸» Ý·¬§ ¬± °®±½»»¼ © ·¬¸ ¬¸·- ¿ ´¬»®²¿¬·ª»á Ò± Þ«·´¼ Ö¿ª»´·²¿ Ö¿½µ®¿¾¾·¬ Ý±§±¬»	Ø±© © ±«´¼ §±« ®»½±³³»²¼ ±®¹¿²·¦·²¹ ¬¸» ¸±«-·²¹ ¿²¼ ±°»² -°¿½» ¬¸ ±«¹¸ °®»-»®ª¿¬·±² ¬± ¾»¬¬»® ´»ª»®¿¹» ¬¸» Ý·¬§ù- º«²¼·²¹ º±® ¬¸·- °®±¶»½¬á	Ñ¬¸»® ½± ³ ³»²¬-
Ì Î	Ü·ª§¿ Ü»¾®¿ Þ¿®¬»®			¨ ¿¬¬»²¼»¼ ¬¸» ³ »»¬·²¹ ® »¹¿®¼·²¹ ¬¸·- ¿´¬»®²¿¬·ª» ¿®»¿ ·² Í»°¬»³ ¾»®ò ß¬¬¸¿¬ ¬·³ » ¬¸»®» ©¿- ¿ Ý± ³ ³»²¬ Í ¸»»¬ ¼·- ¬®·¾«¬»¼ ¬± ®»-·¼»²¬- ¬¸» ¿®»¿- «²¼»® ·²¬»®»-¬ò ¨ ´ª» ©¿¬½¸»¼ ¬¸» Ñ¿µ Ý®»»µ Ó»¬®± Ð¿®µ©¿§ ¿®»¿ º±® ³ ¿²§ §»¿®- ¿²¼ ¸¿ª» ¾»»² ¿½¬·ª» ·² ¬¸» ¿®»¿ò Ø±©»ª»® ¨ ³ ¿§ ¾» ¿ ¾·¬ ¾»¸·²¼ ·² §±«® »ºº±®¬- ±² ¬¸» ¿®»¿ò ½±²½»®² ¿¾±«¬ ¬¸» ´¿²¼ ©¿- ¬¸¿¬ ³ § ¸±³ » ·- ±² ¬¸» ½±®²»® ±º ¬¸» ×·²½± ×¿§ ¿²¼ Ø ©§ éçò ·¬ ¸¿- ¾»»² ¿ ½¸¿²¹» ¬± ¬¸» ¿®»¿ ¬¸¿¬ ¸¿- ¾»»² »¿-§ ¬± ´·ª» ·² ¿²¼ ¸¿ª» ¾»»² ¸»®» º±® ³ ¿²§ §»¿®-ò É·´´±© É¿§ ¸¿- ¾»½± ³ » ¿ ³ ¿¶±® ¬¸±®±«¹¸º¿®» ¿²¼ ¬¸» ¬®¿ºº·½ ·²½®»¿-»- ¬¸» ¬®¿ºº·½ ±² ¬¸» ³ ¿·² ®±¿¼ò Ñ¿µ ·- ±²» ±º ¬¸» º»© ¿®»¿- ·² ¬¸» ®»¹·±² ¬¸¿¬ ¸¿- ¿ ½±«²¬®§ º»»´ ¿²¼ ·¬ ·- ¿´´ ¾»·²¹ ¼»ª»´±°»¼ò Ì ¸» ½¸¿²¹»- ³ ¿¼» ¬± ¬¸» ®±¿¼ ¸¿ª» ³ ¿¼» ·¬ ³ ±®» ¼·ºº·½«´¬ò Ì ¸» °®±°»®¬§ ¬¸¿¬ ·- ¾»·²¹ ¼»ª»´±°»¼ ·- ¿´®»¿¼§ ¾»·²¹ «-»¼ º±® ¬¸» ¬®¿ºº·½ ¬± ¬¸» ¿®»¿ ¿²¼ ¬± ¼·-½«-- ¬¸» ·³ °¿½¬ ±² ¬¸» ³ ¿¶±® ½±²½»®² ± º ±«® ¸±³ »-ò Ð»¬©»» ½±²-·¼»®¿¬·±² ¬¸» ³ »¿-«®»- ¬¸¿¬ ¬¸» Ý·¬§ ¸¿- ¬¿µ»² ·² ¬¸» °¿-¬ ©±«´¼ ¿´´±© «- ¬± ¾» ½±²½»®²»¼ ¿¾±«¬ ¬¸» ¼»ª»´±°³ »²¬ ·² ¬¸» ¿®»¿ ¿²¼ ¬¸» ¬®¿ºº·½ ¿²¼ ¬¸» º«¬«®» ±º ¬¸» ¿®»¿ò ¿- §±« ¯«·½µ´§ ¿´´ ¬¸» ³ ¿¶±® ·--«»- ¿®» ³ ¿²§ ¬±± ¸·¹¸ò ¿- §±« µ²±© ·¬ ©¿- ½´±-» ¬± «- ¿²¼ ©»®» ½± ³ °»¬·²¹ ©·¬¸ ±¬¸»® ¿®»¿- º±® ¬¸» ½±²¬·²«»¼ ¬®¿ºº·½ ¿²¼ ·³ °¿½¬ò Ì ¸»®» ©»®» ¬©± ³ »»¬·²¹- ·² ¬¸» °¿-¬ ©¸»®» ©» ±°°±-»¼ ¬¸» ®»½»²¬ ¼»ª»´±°³ »²¬ ·² ¬¸» ¿®»¿ò Ñ¿µ Ý®»»µ ¸¿- ¾»»² ¿ ¹®»¿¬ °´¿½» º±® ¬¸» ¿®»¿ ¿²¼ ·¬ Î ±¼»± Ù®±«²¼- ø¿ ¾¿®±²»- ¿²¼ ¿ ¾»´¿²¼ ¿ ³ ¿¶±® °¿®¬ ±º ¬¸» ®»¹·±²÷ Ñ² ±«® ¿²²«¿´ ¾¿-·- ¬¸» ½·¬§ ¸¿- ¬¸» ³ ±-¬ ¾»¿«¬·º«´ ¿²¼ ¬¸» º·®-¬ ¬¸·²¹ ¬¸» ©±®´¼ ·- ¬¸» ¿®»¿ ©¸»®» ½±«´¼ ¾» ³ ±®» ®»½±²³ ·²¹ ¬± ¬¸» ¸±«-·²¹ ¼»ª»´±°³ »²¬ò Ð«¬¬·²¹ ³ ±®» °®»--«®» ±² ¬¸» ³ ±®» ¿¹¹®»--·ª» ¼»ª»´±°³ »²¬ò ¨ ©±«´¼ ¿°°®»½·¿¬» ¬¸» ½·¬§ ¹·ª·²¹ ¬¸» ®»-·¼»²¬- ±º ¬¸» ¿®»¿ ¿ ½±³ ³ «²·¬§ ¬¸¿¬ ½¿² ¾» ¬¸» ½±«²¬®§ ¬¸»§ ©¿²¬ ¬± ¾»ò Ì ¸» ¿®»¿ ¸¿- ¾»»² ¿ ¬®¿²¯«·´ ¿®»¿ º±® ³ ¿²§ §»¿®- ¿²¼ ©»´½± ³ » ¬¸» ¿®»¿ ¬± ®»³ ¿·² ¬¸¿¬ ©¿§ò Ð´»¿-» ½±²-·¼»® ¬¸» ¿®»¿- ½¿®»º«´´§ò Ì ¸» ¿®»¿ ©·¬¸ ¬¸» ³ ±¬·±² ¿²¼ ¬¸» ³ ¿¶±® ¬®¿ºº·½ ·--«»- ¼±²ù¬ ¸»´° ¬¸» ®»-·¼»²¬- ±º ¬¸» ¿®»¿ò Ì ¸» ©±®´¼ ·- ©¿¬½¸·²¹ò ¿- ³ «½¸ ¿- ©» ´±ª» ¬¸» ½±«²¬®§ ©» ¿´-± ©¿²¬ ¬± °®»-»®ª» ·¬ ¿- ³ «½¸ ¿- ©» ½¿²ò Ì ¸» ©±®´¼ ¿´©¿§- ¸¿ª» ¬¸» ½±«²¬®§ ·² ¬¸» ³ ·²¼ò ¿²¼ ¬¸» ±²»- ¸»®» ¿®» ¬¸» ±²»- ¬¸¿¬ ©·´´ ¾» ³ ±-¬ ¿ºº»½¬»¼ò Ì ¸» ©±®´¼ ·- ¿ ¹®»¿¬ °´¿½»ò Ì ¸»®» ¿®» -± ³ ¿²§ ³ »³ ±®·»- ·² ¬¸» ¿®»¿ò

Soldiers Pass Road Area Traffic Study

Open House Handout

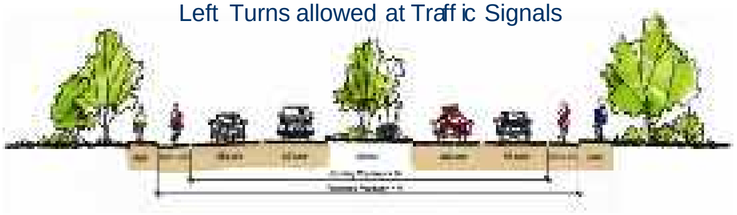
Roadway Cross Sections:

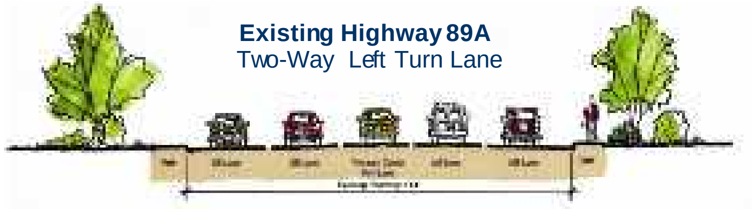
Below are the roadway configurations for Highway 89A for each of the alternatives. Some of these configurations include bike lanes and raised medians to manage where left turn movements would be allowed within the study area.



Coyote Alternative
Left Turns allowed at Roundabouts only

Javelina and Jackrabbit Alternatives
Left Turns allowed at Traffic Signals





Existing Highway 89A
Two-Way Left Turn Lane

Project Team:

The Soldiers Pass Road Area Traffic Study is managed by the City of Sedona and facilitated by DMJM Harris, consultant firm specializing in transportation projects.

Charles Mosley: City of Sedona

Michael Kies: DMJM Harris, Consultant Project Manager
(michael.kies@dmjmharris.com)

Public Meeting – November 15, 2005

Welcome

Tonight's meeting will include a short presentation at 6:15 pm, and it will be repeated at 7:15 pm. Throughout the rest of the evening, please feel free to study the presentation boards and ask questions to any staff member. Comment forms are included with this handout and can be submitted in a comment box tonight or mailed in following the meeting.

Information presented tonight is also available at **www.sedonaAZ.gov**, where you may also submit comments through the web site.

Meeting Purpose:

The purpose of tonight's meeting is to provide a forum for you to become informed about the Soldiers Pass Road Area Traffic Study and provide input and comments that will be reviewed by the City of Sedona.

Project Objective:

Following are the project objectives for the study area, which includes Highway 89A and the adjacent roadways from Oak Creek Boulevard to Brewer Road:

- Maintain Favorable Traffic Operations along Highway 89A
- Incorporate Flexibility for Future Highway Improvements
- Create a Guide for Future Development along Highway 89A
- Provide Convenient Access to Highway 89A from the Study Area

Several alternatives are presented here tonight to provide an array of solutions that meet these objectives. The purpose of tonight's meeting is to obtain your comments and concerns for each of these alternatives.

Study Process

1 First Public Meeting – Solicit Possible Solutions
September 22, 2005

2 Tonight's Meeting – Feasible Alternatives & Evaluation
November 15, 2005

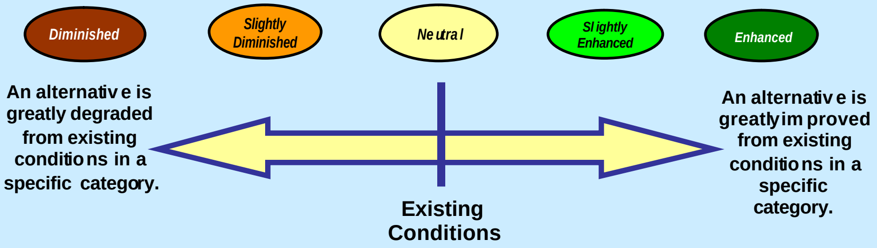
3 City Council Presentation – Recommendations

Evaluation Framework:

There were over 70 responses received following the first public meeting providing over 400 individual comments that spanned a variety of issues. The City of Sedona and the project team reviewed all of the comments and found they were generally contained within the following subjects:

- ***Safety*** – along Highway 89A and at key intersections;
- ***Access*** – the ability to access Highway 89A and properties along the highway;
- ***Traffic Operations*** – the amount of delay and congestion experienced;
- ***Environmental Considerations*** – the effect of each alternative on the environment, particularly related to noise, disruption to undisturbed land, visual impacts, and potential for light pollution;
- ***Right-of-Way*** – the area of private land needed to implement a solution;
- ***Constructibility*** – the time period to implement a solution, and the level of disruption during construction; and
- ***Cost*** – what will a solution cost.

Evaluation criteria were developed based on the above subjects. In order to better understand the trade offs between alternatives, we have prepared an evaluation matrix, included on your comment sheet, based on the following scale:



An alternative is greatly degraded from existing conditions in a specific category.

Existing Conditions

An alternative is greatly improved from existing conditions in a specific category.

Project Objectives

- Convenient Access to Highway 89A from the Study Area
- Maintain Favorable Traffic Operations along 89A
- Flexibility for Future Highway Improvements
  - Access Management Scenarios
  - SR179 Corridor
- Guide for Future Development

Project Approach

☑ 1 Data Collection – Traffic, Accidents, Property, Utilities

☑ 2 Concept Workshop – Brainstorming and Key Issues

☑ 3 Public Meeting #1 – Present Concepts and Solicit Input

☑ 4 Level 2 Evaluation (3 Alts) – Traffic Analysis, Design, Evaluation

5 Public Meeting #2 – Present Alternatives and Evaluation Results

6 Draft Report – City Council Working Session, Recommendation

7 Final Report, City Council Presentation

Meeting Purpose and Format

v Present Feasible Alternatives that meet Project Objectives.

v Display comparative evaluation of Alternatives.

v Solicit your input on a Recommendation.

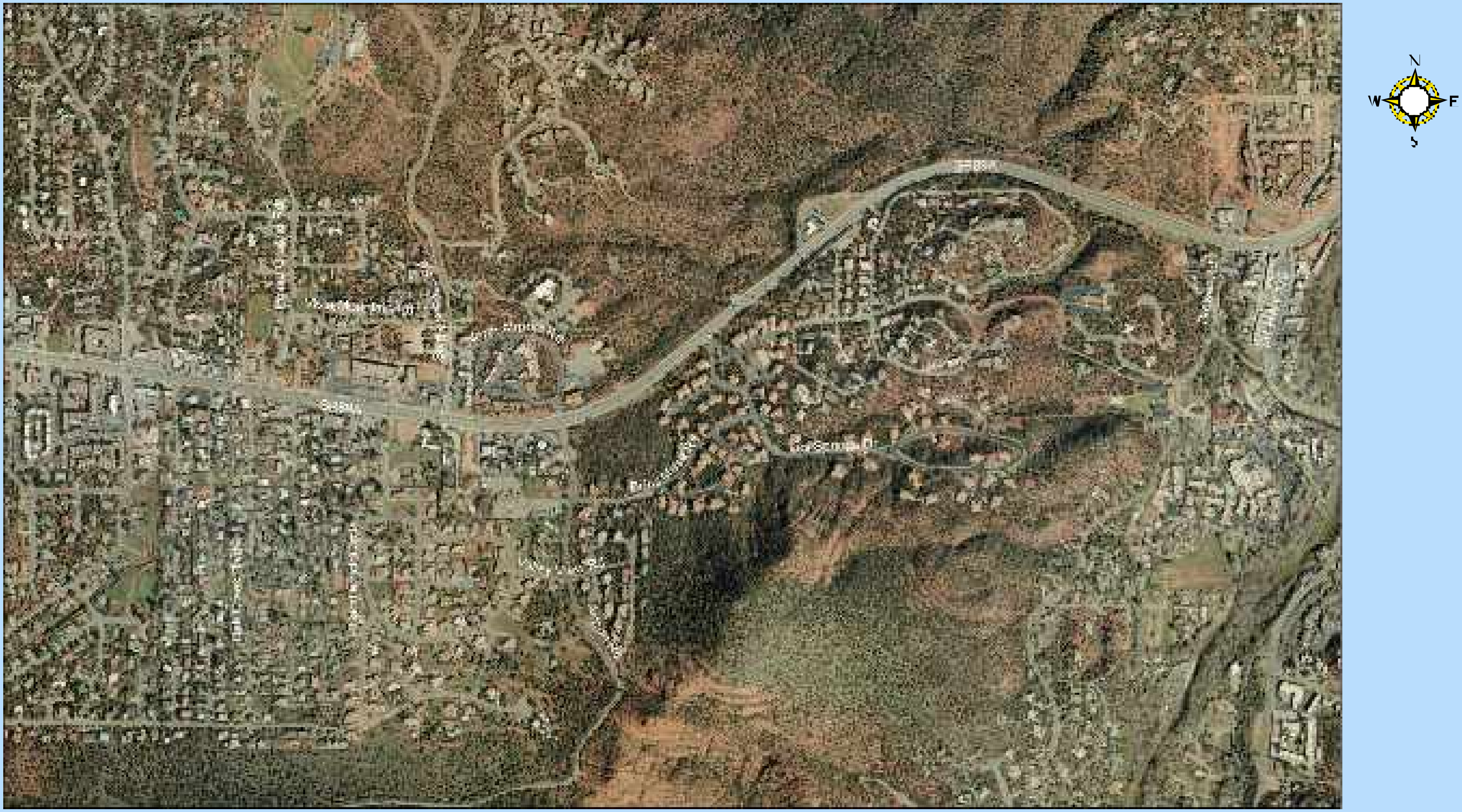
v *Tonight's Meeting Format*

  v Short Presentations at 6:15 pm and 7:15 pm.

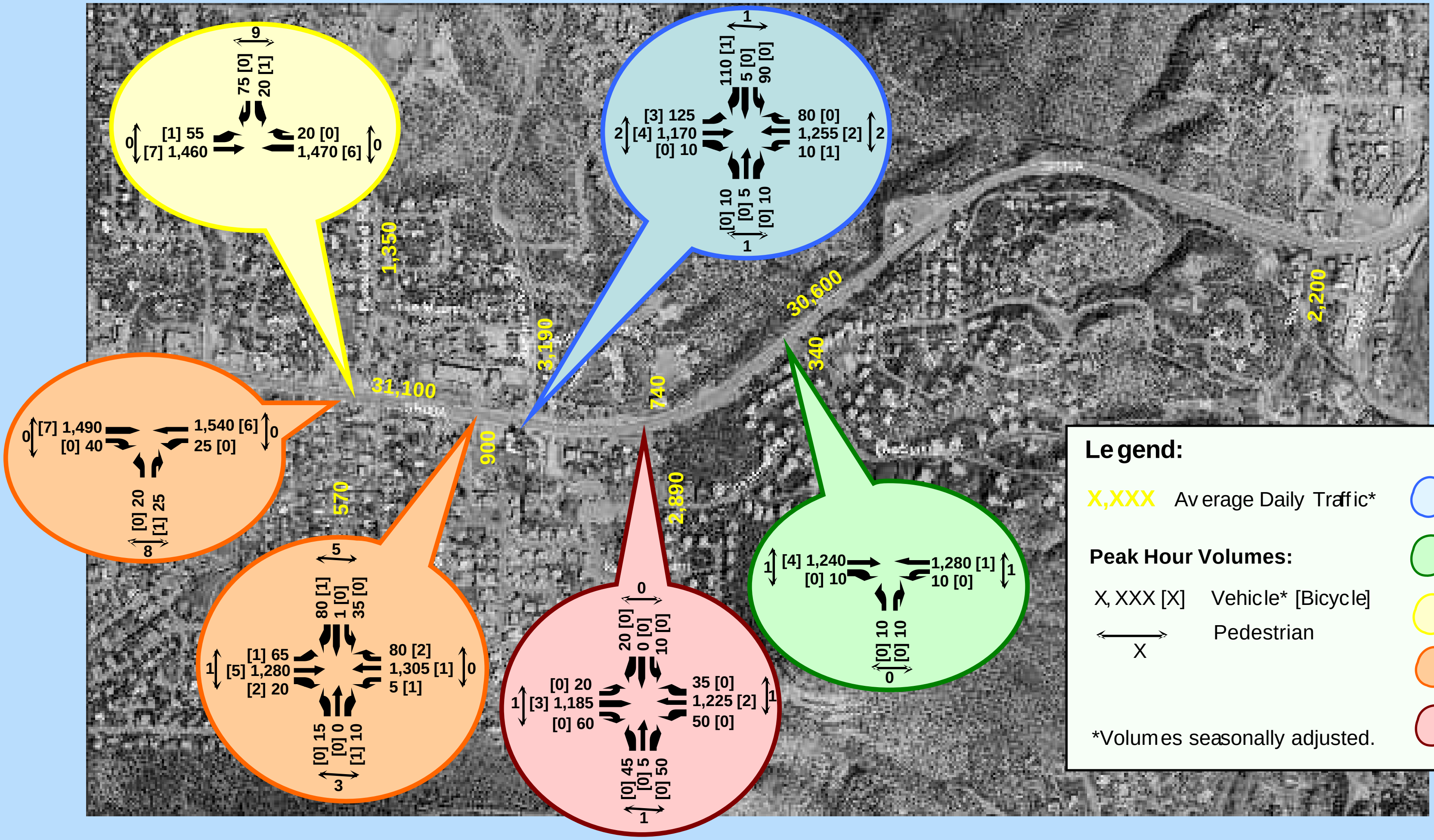
  v Question Responses following each presentation. (Write your question on a card.)

  v Comment Sheets and City website. (www.sedonaAZ.com)

Study Area Overview



Existing Traffic Volumes and Level of Service (LOS)


9
75 [0]
20 [1]
[1] 55
[7] 1,460
0
20 [0]
1,470 [6]
0
1
110 [1]
5 [0]
90 [0]
[3] 125
[4] 1,170
[0] 10
2
80 [0]
1,255 [2]
10 [1]
2
[0] 10
[0] 5
[0] 10
1
1,350
3,190
31,100
30,600
340
740
2,200
900
570
2,890
0
[7] 1,490
[0] 40
1,540 [6]
25 [0]
0
[0] 20
[1] 25
8
5
80 [1]
1 [0]
35 [0]
1
[1] 65
[5] 1,280
[2] 20
80 [2]
1,305 [1]
5 [1]
0
[0] 15
[0] 0
[1] 10
3
0
20 [0]
0 [0]
10 [0]
1
[0] 20
[3] 1,185
[0] 60
35 [0]
1,225 [2]
50 [0]
1
[0] 45
[0] 5
[0] 50
1
1
[4] 1,240
[0] 10
1,280 [1]
10 [0]
1
[0] 10
[0] 10
0

N
W
E
S

Legend:

X,XXX Average Daily Traffic*

Peak Hour Volumes:

X, XXX [X] Vehicle* [Bicycle]

X Pedestrian

*Volumes seasonally adjusted.

LOS B
LOS C
LOS D
LOS E
LOS F

Level of Service Definition

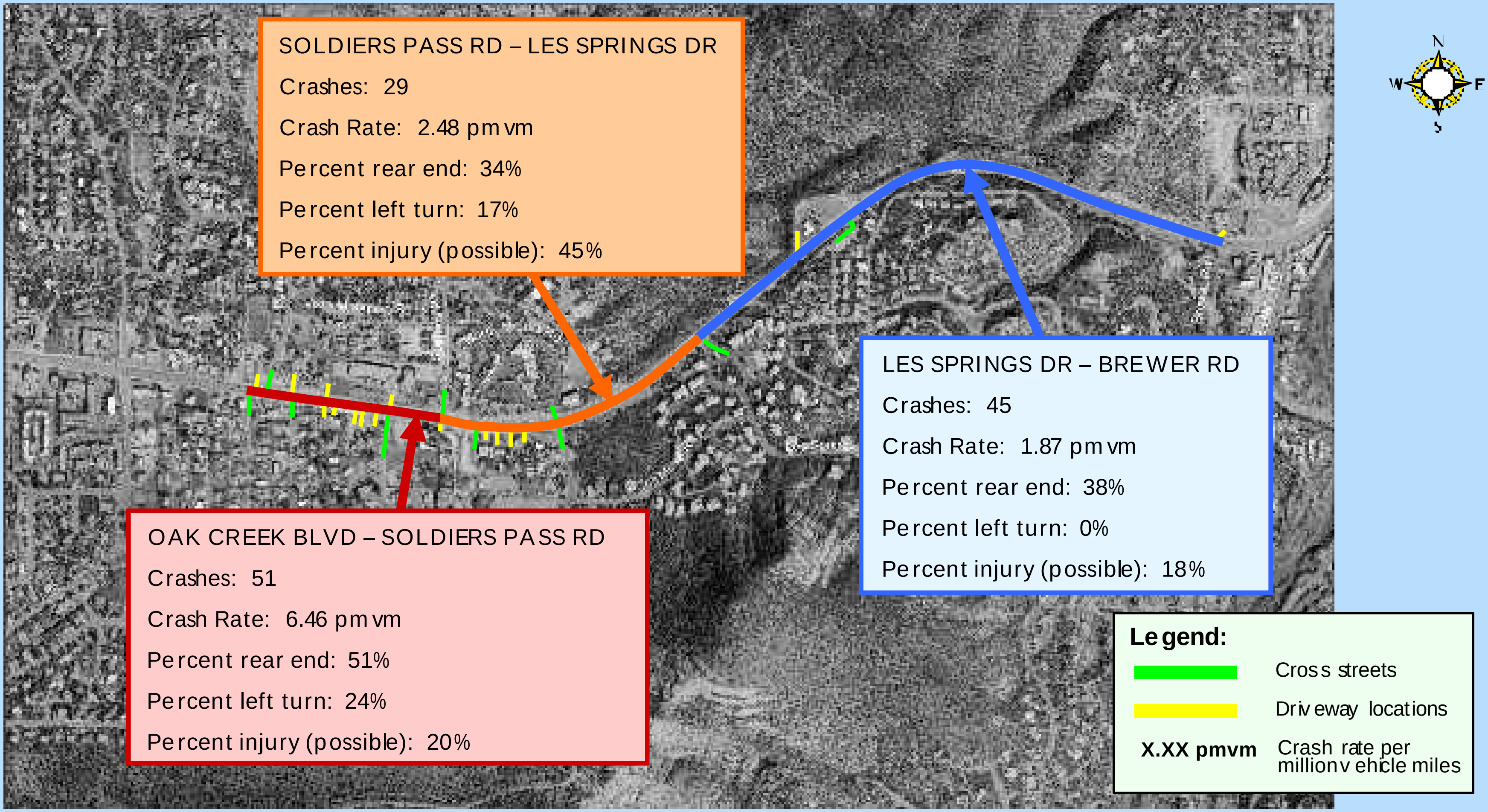
Table 1: Level of Service Definitions for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (seconds)	Definition
A	0.0 – 10.0	Excellent. Favorable progression. Many vehicles do not stop at all.
B	10.1 – 20.0	Very Good. Good progression. More vehicle stops than LOS A.
C	20.1 – 35.0	Good. Fair progression. Some cycle failures where drivers wait through more than one red light.
D	35.1 – 55.0	Fair. Unfavorable progression. Congestion becomes more noticeable.
E	55.1 – 80.0	Poor. Poor progression. Cycle failures. Excessive queue lengths. Drivers wait through several red lights/cycles.
F	> 80.0	Failure. Vehicle arrival rates exceed the capacity of lane groups. Unacceptable delays with continuously increasing queue lengths.

Table 2: Level of Service Definitions for Two-Way Stop Controlled Intersections

Level of Service	Average Control Delay per Vehicle (seconds)	Definition
A	0.0 – 10.0	Excellent. Large and frequent gaps exist on the main roadway. Queuing on the minor street is rare.
B	10.1 – 15.0	Very Good. Many gaps exist on the main roadway. Queuing on the minor street is minimal.
C	15.1 – 25.0	Good. Fewer gaps exist on the main roadway. Delay on minor approach becomes more noticeable.
D	25.1 – 35.0	Fair. Infrequent and shorter gaps on the main roadway. Queue lengths develop on minor street.
E	35.1 – 50.0	Poor. Very infrequent gaps on the main roadway. Queue lengths become noticeable.
F	> 50.0	Failure. Very few gaps on the main roadway. Excessive delay with significant queue lengths on the minor street.

Crash Data (March 2002-March 2005)



SOLDIERS PASS RD – LES SPRINGS DR

Crashes: 29

Crash Rate: 2.48 pmvm

Percent rear end: 34%

Percent left turn: 17%

Percent injury (possible): 45%

LES SPRINGS DR – BREWER RD

Crashes: 45

Crash Rate: 1.87 pmvm

Percent rear end: 38%

Percent left turn: 0%

Percent injury (possible): 18%

OAK CREEK BLVD – SOLDIERS PASS RD

Crashes: 51

Crash Rate: 6.46 pmvm

Percent rear end: 51%

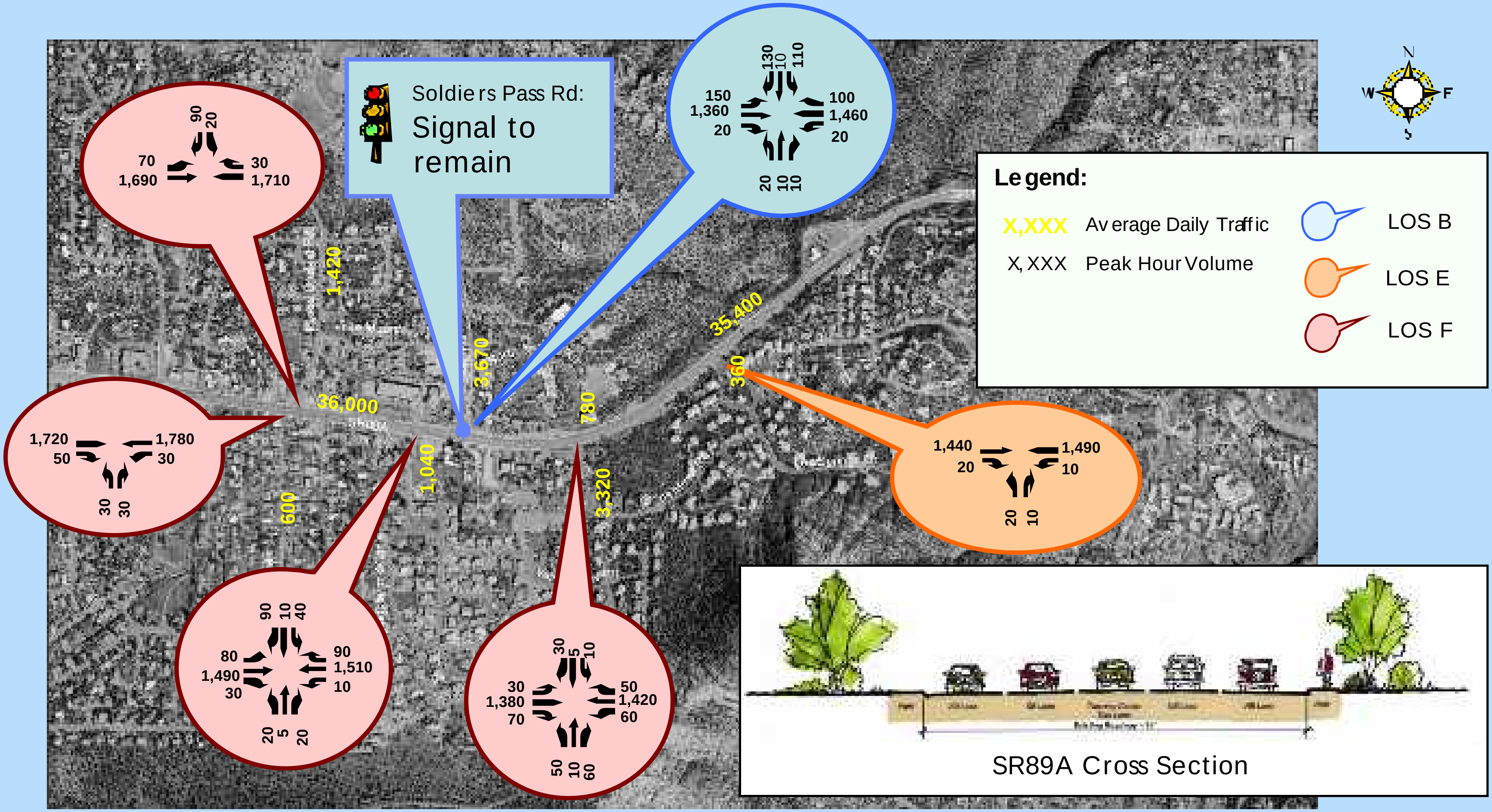
Percent left turn: 24%

Percent injury (possible): 20%

Legend:

🟩	Cross streets
🟨	Driveway locations
X.XX pmvm	Crash rate per million vehicle miles

No Build with 2025 Traffic Volumes and LOS


90 20
70 1,690
30 1,710
1,720 50
1,780 30
30 30
150 1,360 20
130 10 110
100 1,460 20
20 10 10
1,420
36,000
3,670
35,400
360
780
1,040
600
3,320
1,440 20
1,490 10
20 10
90 10 40
80 1,490 30
90 1,510 10
20 5 20
30 5 10
30 1,380 70
50 1,420 60
50 10 60
N
W
E
S

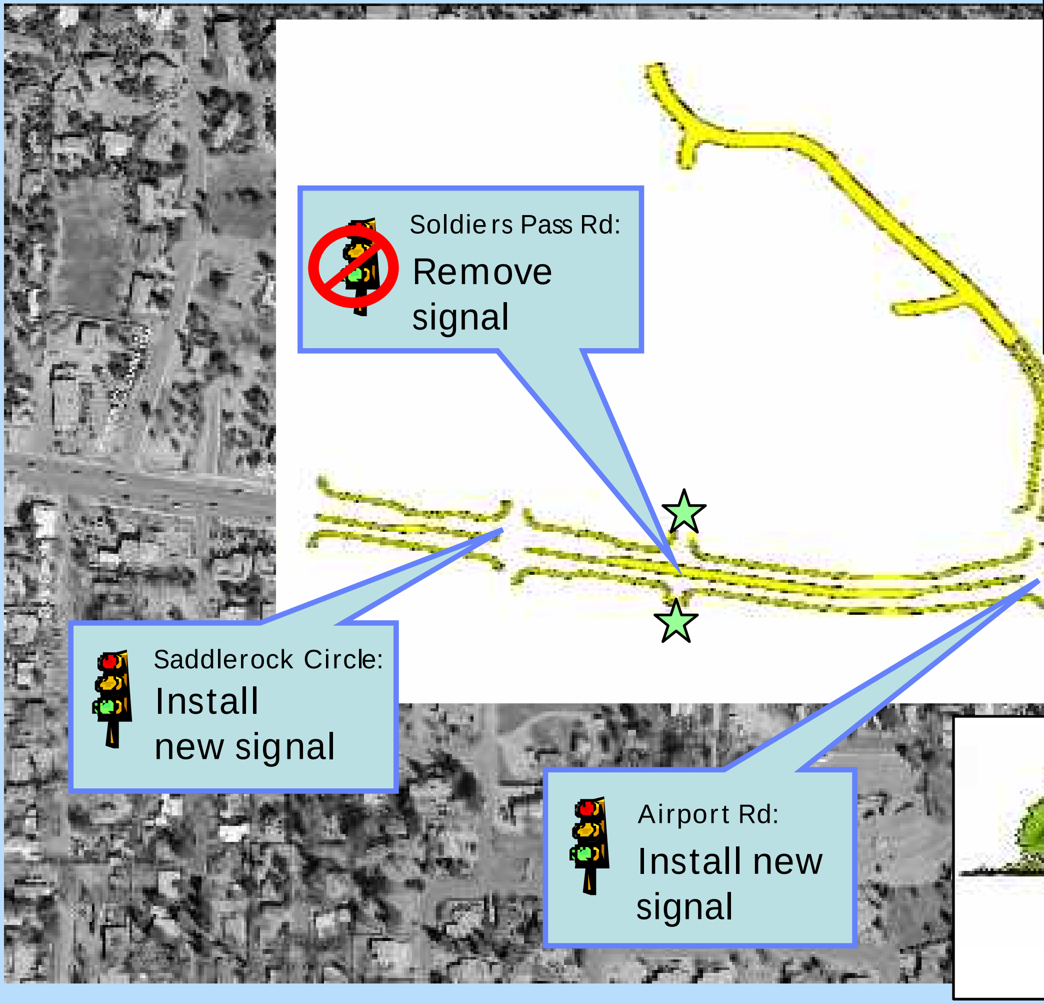
Soldiers Pass Rd:
Signal to remain

Legend:

X,XXX	Average Daily Traffic
X, XXX	Peak Hour Volume
○	LOS B
○	LOS E
○	LOS F

SR89A Cross Section

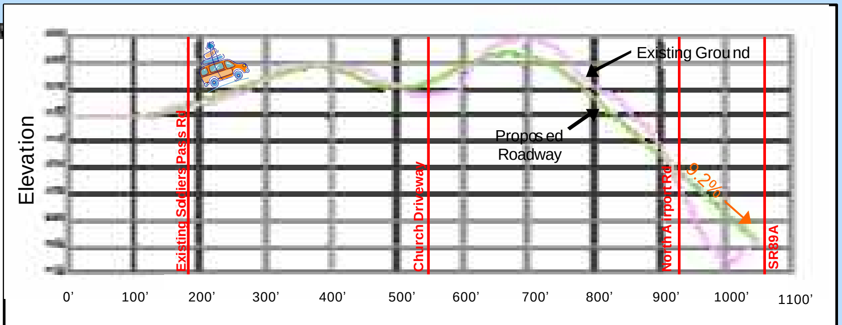
Javelina Alternative – North Realignment



Soldiers Pass Rd:
Remove signal

Saddlerock Circle:
Install new signal

Airport Rd:
Install new signal

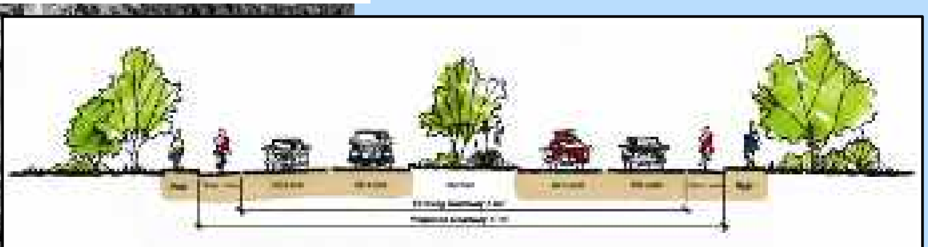


Soldiers Pass / North Airport Road Realignment

Legend:

🚦	Signal locations
🟨	Proposed roadway
☆	Right in, right out

N
W E
S

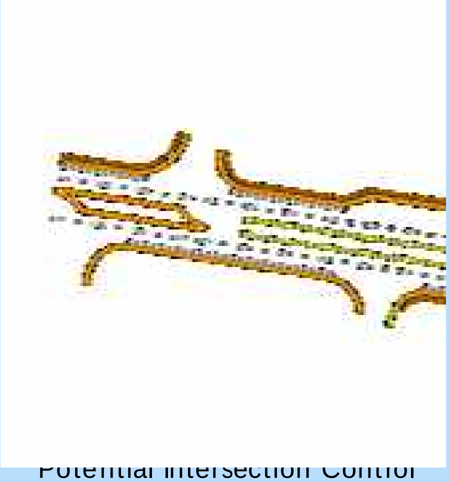


SR89A Cross Section

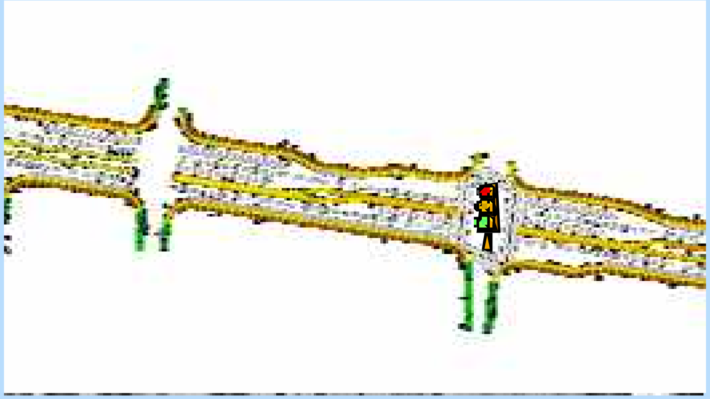
DMJM HARRIS | AECOM

Soldiers Pass Road Area Traffic Study

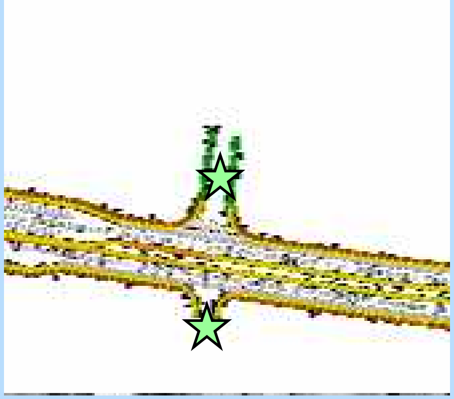
Javelina Alternative – Intersection Detail



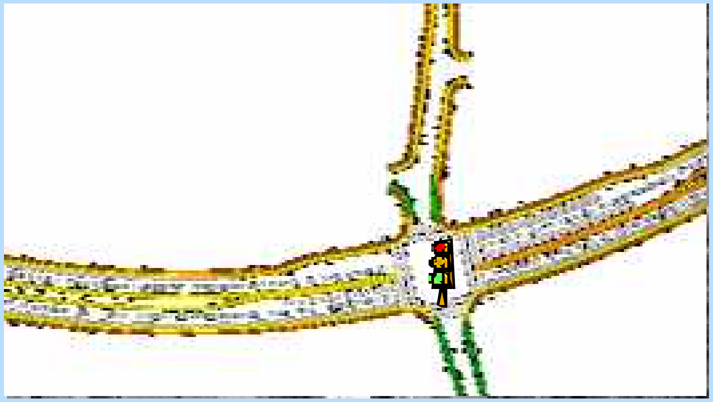
Potential Intersection Control
(Left in not allowed)



Saddlerock Circle/Old Marketplace
Traffic Signal with U-turn provisions



Soldiers Pass Road with signal removed
Right in - Right out only
(U-turn opportunity at Signals)

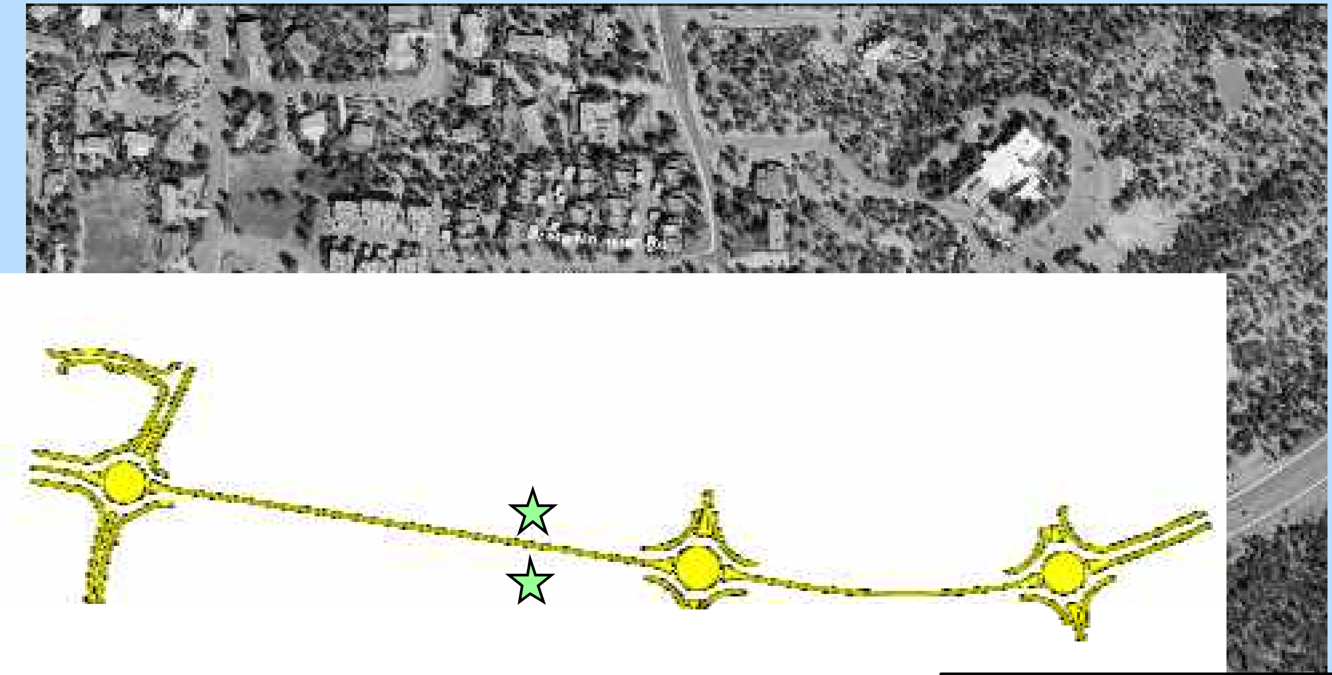


Airport Road/Realigned Soldiers Pass Road
Traffic Signal with U-turn provisions

Features:

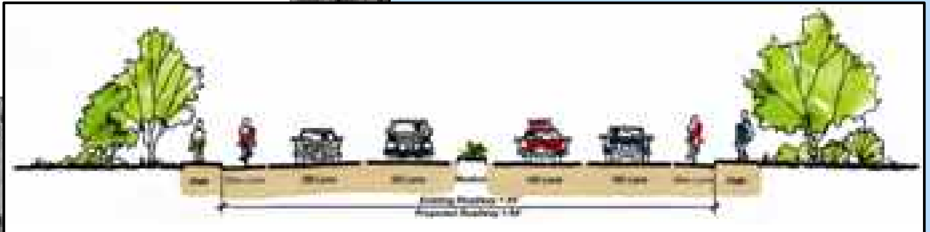
- Soldiers Pass Road is realigned to North Airport Road.
- Traffic from Airport Mesa, Les Springs Drive and Soldiers Pass have access to a traffic signal at Airport Road.
- Second traffic signal provided at Saddlerock Circle.
- U-turn opportunities at two signalized intersections.
- SR89A widened 5’ on each side for medians and bike lanes.
- Raised medians provide access control from Old Marketplace through Airport Road.
- Airport Road Signal could be the first step to implement plan, providing immediate benefits.

Coyote Alternative – Roundabouts



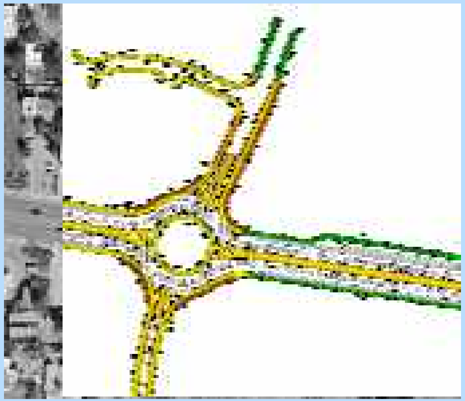
Legend:
- Roundabout
- ▬ Proposed roadway
- ☆ Right in, right out

New roundabout locations:
- Posse Ground Rd
- Soldiers Pass Rd
- Airport Rd

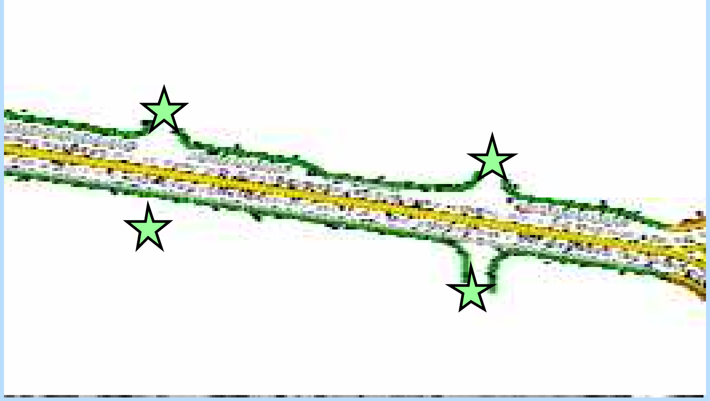


SR89A Cross Section

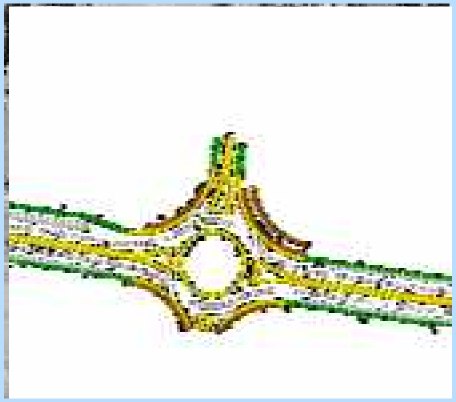
Coyote Alternative – Intersection Detail



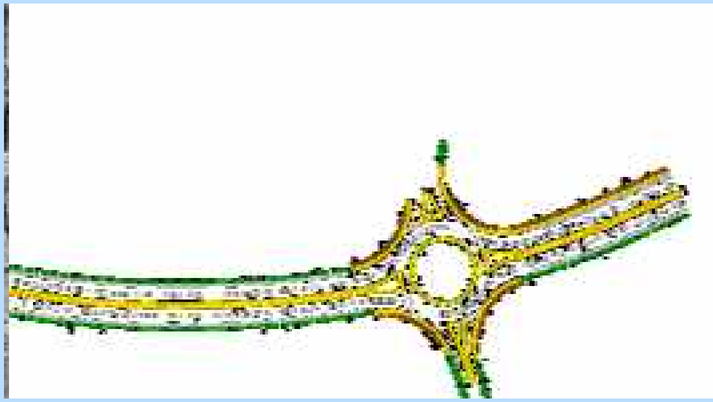
Posse Ground Road
Roundabout Intersection
(Oak Creek Realignment)



Saddlerock Circle/Old Market Place
Right in - Right out only
(U-Turns opportunities at Roundabouts)



Soldiers Pass Road
Roundabout Intersection

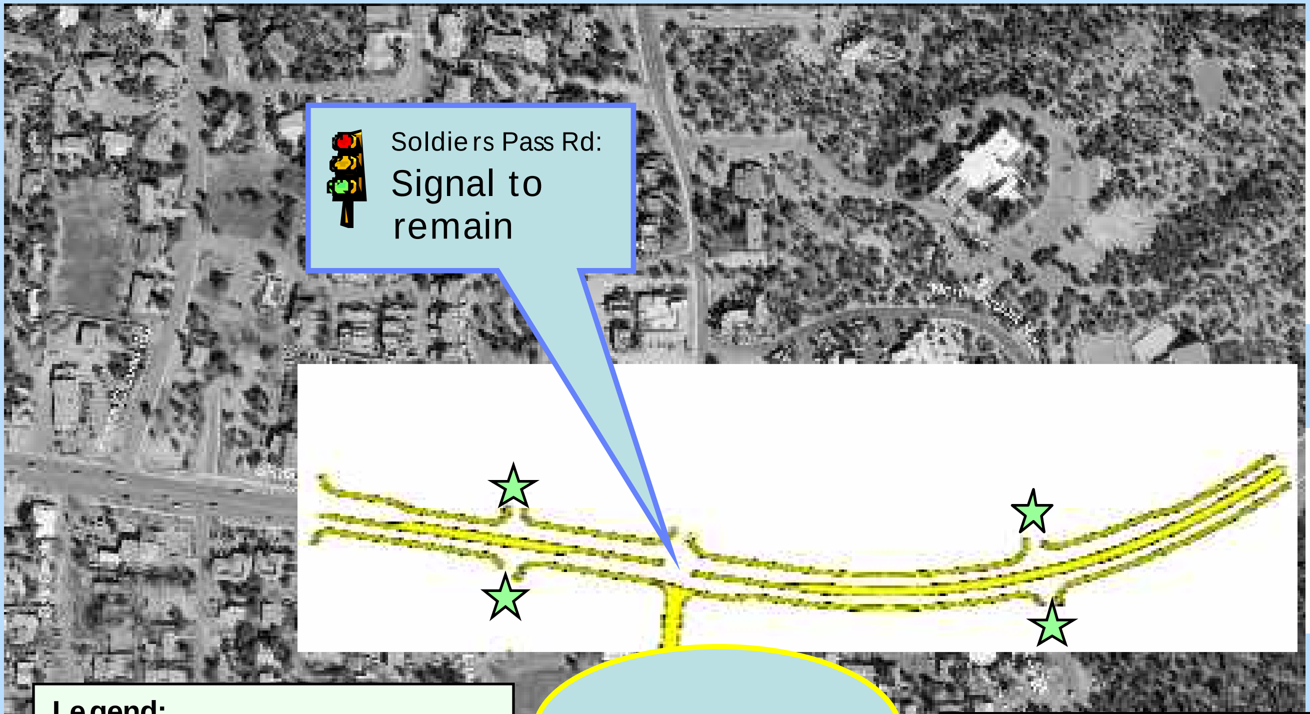


Airport Road
Roundabout Intersection

Features:

- Roundabouts provided at 3 intersections.
- U-turn opportunities provided at all roundabouts.
- Bike lanes provided without widening SR89A.
- Raised medians provide access control from Posse Ground Road through Airport Road.
- Existing neighborhood roadways remain unchanged.
- Saddlerock Circle and Les Springs Drive traffic could access Airport Road Roundabout.
- Each roundabout could be implemented individually.

Jackrabbit Alternative – Southern Connectivity

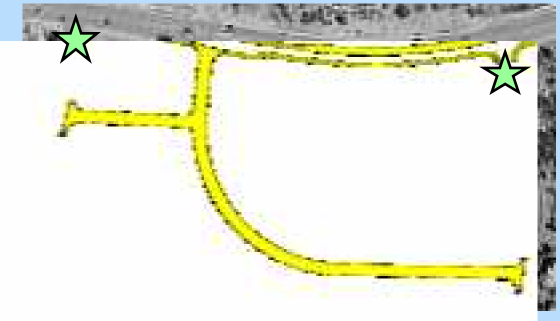


Soldiers Pass Rd:
Signal to remain

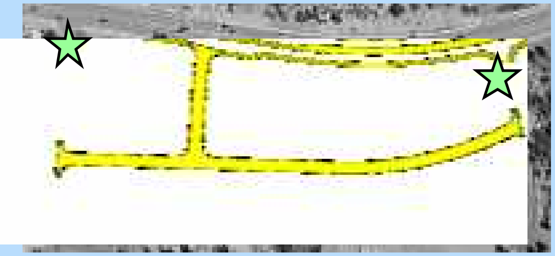
See Alternatives

Legend:

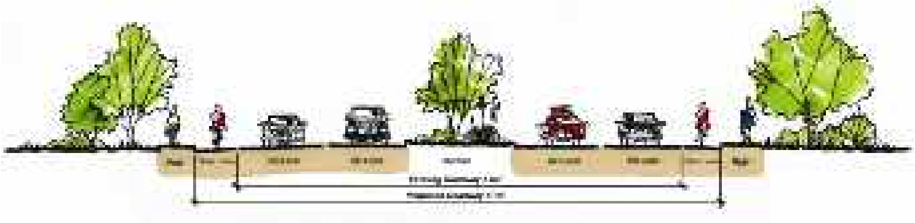
🚦	Signal locations
🟨	Proposed roadway
☆	Right in, right out



Alternative 1

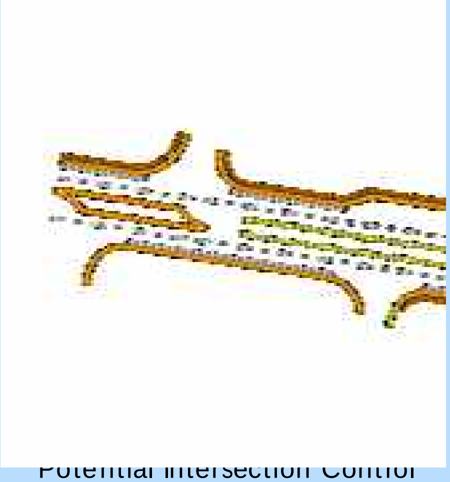


Alternative 2

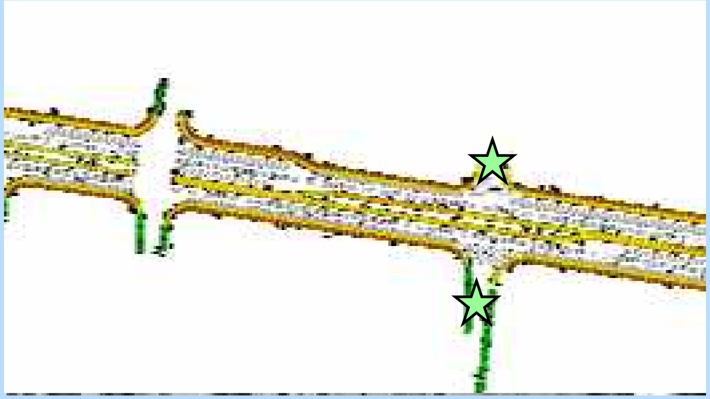


SR89A Cross Section

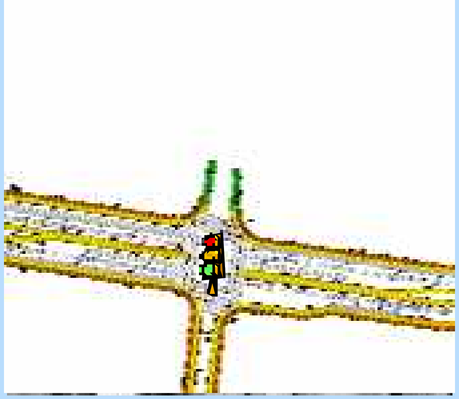
Jackrabbit Alternative – Intersection Detail



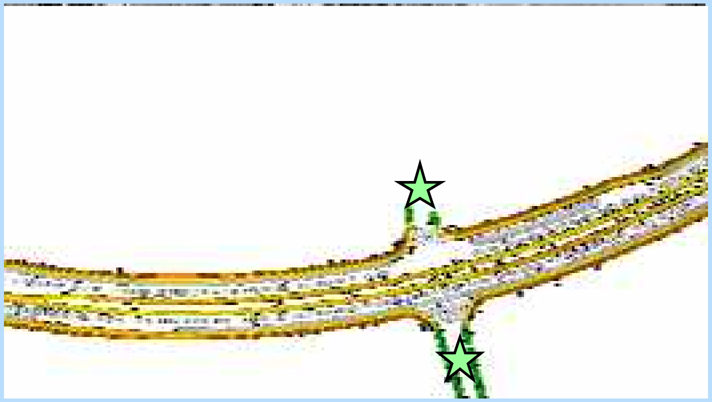
Potential Intersection Control
(Left in not allowed)



Saddlerock Circle/Old Marketplace
Right in Right out only
(U-turn opportunity at Soldiers Pass)



Soldiers Pass Road extended South
Traffic Signal with U-Turn provisions



Airport Road
Right in - Right out only
(U-turn opportunity at Soldiers Pass)

Features:

- Traffic signal at Soldiers Pass Road to remain, and Soldiers Pass Road is extended to the South.
- Creates new roadway to provide traffic from Airport Mesa, Les Springs, and Saddlerock Circle an opportunity to access a traffic signal at Soldiers Pass Road.
- SR89A widened 5’ on each side for medians and bike lanes.
- Raised medians provide access control from Old Marketplace through Airport Road.
- U-turn opportunities provided at signalized intersection.
- Implementation of fourth leg at Soldiers Pass needed to obtain objectives of this alternative.

Evaluation Framework

Evaluation Category		No-Build Alternative *No Improvements*	Javelina Alternative *North Re alignment*	Jackrabbit Alternative *Southern Connectivity*	Coyote Alternative *Roundabouts*
Safety	Intersection Safety	*Diminished*	*Slightly Enhanced*	*Slightly Enhanced*	*Enhanced*
	Roadway Safety	*Diminished*	*Slightly Enhanced*	*Slightly Enhanced*	*Enhanced*
Access		*Slightly Diminished*	*Enhanced*	*Slightly Enhanced*	*Enhanced*
Traffic Operations		*Diminished*	*Slightly Enhanced*	*Slightly Enhanced*	*Enhanced*
Environmental Considerations		*Neutral*	*Diminished*	*Slightly Diminished*	*Slightly Diminished*
Right-of-Way	New Right of Way (Acres)	0	2	2	1
	Total number of properties affected	0	11	18	16
	Total number of residential properties affected	0	2	6	2
	Total number of commercial properties affected	0	9	12	14
Constructability	Traffic Conditions envisioned during Construction	*Neutral*	*Slightly Diminished*	*Slightly Diminished*	*Diminished*
	Ability to implement alternative in phases	*Neutral*	*Enhanced*	*Slightly Enhanced*	*Slightly Enhanced*
Cost	Property*	$0	$3.4 Million	$5.8 Million	$2.2 Million
	Maintenance	*Neutral*	*Diminished*	*Neutral*	*Slightly Diminished*
	Construction**	$0	$1.8 Million	$1.7 Million	$2.1 Million

*Based on current market values, no negotiations have been initiated with affected owners.

**Construction cost based on 2005 unit prices and may change based on market conditions.

Legend:

Diminished	This alternative deviates greatly from existing conditions in this category.
Slightly Diminished	Slightly diminished as compared to existing conditions.
Neutral	No change from existing conditions.
Slightly Enhanced	Slightly enhanced as compared to existing conditions.
Enhanced	This alternative is greatly improved from existing conditions in this category.

Next Steps

- Review your comments with the project team to help guide a recommendation.
- Present findings and potential recommendations to City Council for their comment.
- Document process and results in Study Report.
- Present final report to City Council.

Commen Number	Name	Do you want the City to process with this alternative?				How would you further refine or revise any of the concepts presented here?	Other comments
		No Build	Javelina	Jackrabbit	Coyote		
1	Van Stephens						I think the city should take into consideration all issues related to improving this road. There is clear need for sound walls to be added at noise impact points from the "Y" through this project area. Noise is a health issue and this road improvement program should have this issue covered in the construction program I applaud your efforts to continually improve our city but I also think that there is a legal responsibility to include all health and welfare issues.
2	John Griffin				Yes	Unfortunately if Biddles was vacant land and feel Jackrabbit would be best with Alternative 2. But the cost and displacement of Biddle' s isn't fiar, so I'm will ing to go for the roundabouts.	I feel signage is the most important component of roundabouts. I feel the other options have too many detours and don't let the existi ng traffic patterns flow smoothly.
3	Paul Galloway				Yes		
4	Jerry Plummer		Yes			You should install a new signal at Posse Ground for a safer intersection for the school children and teen center.	If you install roundabouts, how will you get enough breaks in the traffic to allow pedestrians to cross? You would need a few walking bridges. The fire department is against it!
5	Narenda Patel		Yes (with a roundabout at Soldiers Pass)			After studing the eight alternatives, we prefer the Javelina Alternative -- North Realignment with a roundabout in place at Soldiers Pass Road. Due to the heavy traffic coming from the residential subdivisions near the Old Market Square, it would be wise to install a traffic light at Saddlerock Circle. However, since Soldiers Pass Road is directly nearby, a roundabout could be put in place of that traffic light to make the traffic flwo more smoothly. Then, an additional traffic light should be installed at Airport Road where the residents can also get out more efficiently .	
6			Yes	Yes		Re Jackrabbit Alternative -- prefer Alternative 2 (of the two scenarios presented).	
7				Yes			
8	Vito Pantaleo				Yes		
9					Yes	I would build the roundabouts today! Low maintenance cost, lowest total cost, uses the least amount of real estate.	
10					Yes		
11					Yes		
12	S. Rith					Put the light at Airport immediately and forget the rest for now. No need to connect Saddlerock since it has its own connector to Airport Road. Do not want any connector and certainly not at June Bug. There are young chil dren here.	Prefer Javelina as most practical and safe. No to Jackrabbit and connectors. Jackrabbit is chopping up a neighborhood with connectors, intrudes what would be commercial traffic by June Bug. Right in, right out is a mess -- please avoid. Not clear if roundabouts will work. The ones at Hilton Head Island are so jammed you can't get over to exit.
13			Yes				
14					Yes		
15	Charles J Graebner				Yes		It would appear that the roundabouts would slow traffic and is the most reasonable alternative.
16	Andrew Brearley				Yes		People will soon learn how to use a roundabout.
17	Richard F. Mayer				Yes		
18	George Moore				Yes	Coyote is the right choice, based upon the following: Cost to build/manintain, will slow down traffic (major objective), no widen 89A (plus, to preserve open space), provide pedestrian/bike paths, and work toward a quiet alternative.	
19					Yes		
20				Yes			

Commen Number	Name	Do you want the City to process with this alternative?				How would you further refine or revise any of the concepts presented here?	Other comments
		No Build	Javelina	Jackrabbit	Coyote		
21	Shadows Estates Homeowners Association; James W. Eaton, President			Yes		The Board of Directors of Shadow Estates Homeowners Association, having voted unanimously and polled a sample of our members, desires to voice our reactions to the five alternatives shown on your internet presentation and in your first public meeting. 1. We are strongly opposed to any scheme which would divert Soldiers Pass traffic around the Best Western Inn to an intersection with Airport Rd. 2. We strongly favor the retention of the intersection of Soldiers Pass Road with 89A as our main access. This intersection was designed to accommodate the growing traffic of the three Shadows Estates subdivisions as well as Northern Shadows, Casa Contenta, and all other residents in the Soldiers Pass corridor, and to provide a safe route for school bus traffic to and from West Sedona School. 3. We favor the option of a roadway parallel to 89A connecting Airport Road with Saddlerock Circle, and the extension of Soldiers Pass Road across 89A to meet it. This would provide a straighforward north-south connection, alleviating traffic on 89A. 4. We strongly favor raised medians along 89A to increase safety and eliminate dangerous cross-traffic. With use of a few roundabouts, this becomes very feasible. There should be no need for left turns across traffic. 5. We believe that the use of roundabouts of adequate size would be a preferable alternative to more traffic lights. Experience in the UK and Ireland indicates that medium to large roundabouts work well, although too-small ones are less effective.	
22	Mr. and Mrs. Evans Rust		Yes			The Javelina alternative is by far the best of the three alternatives. The Airport Road new signal is a must.	With the 40 mph speeds along with the traffic volume on 89A, roundabouts would not work and only cause confusion.
23	Carol Rizzi		Yes			Javelina Alternative --median too large. North realignment might not be necessary with the addition of light at Airport Road and Saddlerock Circle - these signals would cause a lapse in traffic so that drivers could get out of Soldiers Pass Road The acquisition of the land needed for the median and road realignment is too costly.	Who would maintain vegetation and the little accumulation at the proposed roundabout? I believe roundabouts are not a good solution for Sedona. Another option could be to put a signal at Posse Ground and lave the singal at Soldiers Pass. Place one at Airport also and have them timed like in major cities. In this way, a lapse would be created for Saddlerock Circle and the other roadways in between.
24	Carol Rizzi (again)						I have written before but want to stress the how important and cost efficient it would be to close the existing entrance/exit to the Old Marketplace that is opposite Saddlerock Circle. ADOT can easily close this entrance/exit since there are other means to enter/exit the 'Marketplace", one being, via Soldiers Pass Rd. When this shopping area was being discussed Board memebers from the Saddlerock Homeowners Association, representing the area, came to City Council meetings to related how this entrance/exit would be a hindrance and most importantly a severe danger. I also wrote a letter to that effect to the City Council. They have liability in this regard They ignored the voice of the community and if not could have avoided much of this traffice issue if they never would have permitted an entrance/exit at this location. ADOT shares this liability. It is amazing that a serious accident has not happened already. I have heard of and been involved in many near misses. Closing the entrance/exit as stated above could be a win/win for the community and the Old Marketplace.
25	Norman Taylor		Yes			Use Javelina but provide roundabouts at the Airport/North Airport and at the Posse Ground/89A intersections but none at the existing Soldier Pass/89A intersection. This will allow (require for left turns) the introduction of a wide median between the two roundabouts where it aesthetically most desirable. It has the further advantage of not requiring the introduction of road changes south of 89A including the spur for an Airport Road left turn into 89A, a complexity that should be avoided. It also allows for planning flexibility within the area of the two shopping centers adjoining 89A and existing Soldier Pass Road vis-à-vis the Community Plan. If the existing Soldier Pass Road configuration within this area could be such to discourage south bound Soldier Pass traffic from cutting through this area instead of proceeding to the new roundabout, this would simplify the car movements at the existing Soldier Pass/89A intersection. The existing traffic light would remain if needed.	Javelina is the better scheme because it brings two important roads, Airport and North Airport with its added extension to Soldier Pass, to one intersection with 89A. But it doesn't improve the Posse Ground/89A intersection which is in dire need of improvement. Nor does it provide the added safety of Roundabouts.

Comment Number	Name	Do you want the City to process with this alternative?				How would you further refine or revise any of the concepts presented here?	Other comments
		No Build	Javelina	Jackrabbit	Coyote		
26	Kevin Mathieu		Yes			If the Javelina plan is adopted The older commercial buildings on the west side of Saddlerock/ South Side on 89A violate current setbacks and there are two apts with tenants who park in the Saddlerock roadway. This area will cause a problem and needs to be dealt with. This section should be a "no parking area" as the landlord currently takes advantage of the public easement to provide parking for his tenants. Reworking this intersection will also solve this current problem.	The Javelina Alternative is the best option as it has the smallest impact on real property and a lower overall cost.. An added benefit is that it improves traffic safety by slowing traffic on 89-A between Airport road and and the Y. Lots of speeders in this area. (Just this past Saturday there was a fairly serious accident near Airport Rd on 89A) It logical to consolidate the traffic flow from Soldiers Pass and the Airport Road connecting them with a traffic signal at 89A. The signal at Saddlerock will solve the problem for Saddlerock residents caused by the eastern Entrance/exit to the Old MarketPlace mall (OMP). Wait time on Saddlerock is up to 5 minutes at this intersection when traffic is heavy. It's also dangerous as drivers from both Saddlerock and the OPM mall compete with each other for openings in the traffic on as they criss cross Hwy 89A. A future development on the the vacant property east of Saddlerock, it will be even more important to have a signal at this intersection. Same goes for Airport Road if growth increases at the Sedona Airport.
27	Betty Pierce		Yes			This is the best solution by far for the following reasons: !. The traffic signal at Soldiers Pass Road could be moved to Airport Road providing immediate benefits as stated 2. The traffic signal at Saddlerock Circle would alleviate problems for both Saddlerock Subdivision and the increasing traffic at Old Marketplace. 3. Traffic from Airport Mesa, Les Springs Drive and Soldiers Pass Road would have access to the traffic signal at Airport Road. 4. Left turns from Posse Ground Road, Willow, Birch, and Oak Creek would have a short distance to traffic signal at Saddlerock Circle where U-turn provisions exist.	The extension south of Soldiers Pass Road (Jackrabbit) would require the dislocation and VERY EXPENSIVE BUY OUT of Biddle's. It would not be as direct a route for Airport Mesa, Les Springs Drive, or Saddlerock Subdivision and would not be as traffic friendly to Old Marketplace as the Javelina Alternative. This alternative (Coyote) requires the realignment of Oak Creek Boulevard plus the construction of three Roundabouts in close proximity. What about emergencies? Sedona has many tourists, many of whom are unfamiliar with roundabouts. The worst possible outcome would be to do nothing at all.
28	George Tice				Yes		
29	William Caine				Yes	I would like to submit a modification to the Coyote alternative, which I thought was the best of the three. In essence I believe that the three roundabouts in that proposal are too close together. This, in my opinion, would slow traffic noticeably. My modification would retain roundabouts at Airport Road and Saddlerock Circle, but eliminate the one at Soldiers Pass, retaining the existing stoplight there. For realistic traffic control, only right in, right out would be permitted at the stoplight. Obviously, there is a roundabout to the west to allow traffic to flow in the opposite direction. You know better than I if my modification would really enhance traffic flow, but it surely would diminish cost. In the event that traffic would not be enhanced, then my vote would be cast for the Coyote Alternative.	
30	Brad Dorris		Yes				While I applaud the efforts to improve traffic in this particular corridor, as a National Bank of Arizona associate, I'm not in favor of any plan that would restrict and/or inhibit accessibility into the Bank/Old Marketplace in any way particularly those plans (Coyote and Jackrabbit) that would prohibit our customers and associates from making left turns into and/or out of the shopping center. Subsequently, I support the Javelina Alternative, which - of the 3 alternatives - appears to have the least impact on traffic in and out of National Bank/Old Marketplace.
31	Lee N. Christensen		Yes				This [Javelina] appears to be the most desirable alternative. Round-a-bouts will present problems for our elderly drivers.

Commen Number	Name	Do you want the City to process with this alternative?				How would you further refine or revise any of the concepts presented here?	Other comments
		No Build	Javelina	Jackrabbit	Coyote		
32	Max L Miller Jr		Yes				Less driving to accomplish goals.
33	Lawrence Decker					PS . A great example of the problems with tourists and roundabouts is the Place de Concord in Paris. It is so dangerous that insurance companies will not cover accidents in the circle!	As long time residents of Sedona, and as residents on Soldiers Pass, we do not see a problem that needs to be solved. It is our feeling and many of our neighbors that there is no problem. That to createde roundabouts or circles will only add to any traffic congestion and certainly add to accidents with the tourists who do not and will not understand the proper use of circles. We live in a beautiful place, a few moments waiting for the traffic light gives us time to contemplate and appreciate how fortunate we are. Unfortunately many who move here and have to wait for a light or there are ten cars in front of them forget what it was like where they came from with hours of commuting and multilane backups for hours. How spoiled we have become. Please don't waste time and money on make-work projects that will only add delays and accidents and further interrupt our serene like.
34	Cole Greenberg				Yes	I encourage the expansion of the study to include the SR 89A corridor from the intersection with SR 179 to the City limit (west).	
35	Neona Van Nalts		Yes				
36	Mark Brekke		Yes				Javelina plan affects the least amount of residential and commercial property owners.
37	Richard and Kathryn La Torre						I don't think you should do ANY design changes until SR 179 is completed and residents have the opportunity to evaluate the roundabouts for themselves. The roundabouts are controversial and it would a more positive action to evaluate them to have to tear them out and start over. You could also display more sensitivi ty regarding business relocations and neighborhoods.
38					Yes		Coyote all the way!!!
39	Sandy Moriarty				Yes		I work in a building in the stydt area and have seen how unsafe traffic conditions are, especially with increased traffic volumes. I know some are opposed to roundabouts, but I believe they are the safest and most practical solution. Other solutions require so much property acquisiti on, they would take too long to implement. Something needs to happen as soon as possible.
40	Brian Day O'Connor					WE MUST HAV E A LE FTIN ON WES TBOUND 89A. Your traffic complaints are from people north of 89A because of the school, so it is without merit to permartently and financially damage our business and property by preventing 50% of our access.	[Jackrabbit] The proposed median would eliminate all westbound access to our business. We are a car wash with a specific site plan approved by the City so that all ingress and egress is from Oak Creek Blv d. Unlike some commercial businesses with just a standard parking lot that could be utilized from eith side, we must enter and exit from our West side. Our business would be so impacted that we will consider it a partial condemnation/taking and will take legal action for payment on said taking.
41	Chesleigh & Benedicte Snow		Yes				We are home owners on BIRC H Blvd. and unfortunately we had to be out of town on November 15 when the meeting to discuss the Soldiers Pass traffic alternatives was held. We just returned to find the post card about it. We want to register our STRONG NEGA TIVE opinion against the Round about plan. We go to Europe a lot and the British Round abouts do NOT work and they would clog up traffic on a highway like 89A most of the daytime and they would be a disaster for Sedona. PLEAS E do NOT do this, at least not until you see the results of the proposed 179 Roundabouts!! We prefer the NORTH SIDE changes that reroute Soldiers Pass Road light so traffic has one light at Airport Road the best if change must happen. We also oppose a traffic divider in 89A that would impede left turns from Birch onto that highway. Finally, why has no one proposed linki ng our street to Oak Creek Blv d ? Either at the top via Yule extension or Birch extension up to Panorama - OR via the vacant lots down near 89A where the mini-wash goes now ? Thank you for this chance to voice our opinion. C & B Snow

Commen Number	Name	Do you want the City to process with this alternative?				How would you further refine or revise any of the concepts presented here?	Other comments
		No Build	Javelina	Jackrabbit	Coyote		
42	Divya Debra Barter						I attended the meeting regarding traffic in this area in September. At that time there was a Comment Sheet distributed regarding the areas under investigation. I live within the Oak Creek-to-Brewer area, but my street was not directly addressed. However, I made a note to contact you to express my concerns about traffic at the intersection of my street - Willow Way --and Hwy 89A, hopefully to register some impact in the general scheme of development. Willow Way enters 89A from the south, directly across the street from the Old Marketplace shopping center. The center's parking lot has a driveway just there, and there is a left-turn lane on 89A to enter it. The problem is trying to make a left-hand turn from Willow onto the highway, across that turning lane. Between waiting for the general traffic to clear in both directions (because of the turning lane you can't pull into the center lane to get halfway across), then waiting for cars who've also been waiting for traffic to clear to turn into the center, it usually takes many minutes (three to five --really) to get across, and it's dangerous because someone may, as you're mid-turn, suddenly without signalling pull into that turning lane and you're nose to nose. Three minutes isn't a long time, but with several trips a day it adds up. Not to mention the mess when parents are turning left at Rodeo Grounds (a block up) to pick up kids at school. One can try to gauge how long the wait will be, and turn right instead, then left into the center's second driveway, go through the busy parking lot, and head back in the western direction. But this seems like a temporary solution at best. I would appreciate this information being noted somewhere in reference to the overall regulating of traffic on the highway. The idea has been suggested of extending Birch Blvd. -one street to the west - up toward Panorama Blvd (an existing piece of vacant land at the top of Birch could provide access). This would give residents in our area a second exit from the 'hood, and by taking Panorama west we can get to streets that have a signal on the highway. This would also provide emergency exiting in the case of fire, etc.